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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

IN THE DOG WATCH.

As the Naval Exhibition closes to-day (Saturday) those of our readers who have not yet seen it, must do so at once, otherwise they will miss a great treat. The number of visitors will amount to nearly two and a-half millions, and it is expected that after all expenses are paid, there will be a considerable surplus, which is to be devoted to charitable purposes.

AT THE NAVAL EXHIBITION.

What pulse but throbs, what heart but quicker beats,
Recalling deeds of seamen true and brave,
As here are shown the high heroic feats
Our kinsmen wrought upon the heaving wave?
Cold must be he, and not of Viking blood,
Devoid of Nature's touch, who can behold
Before him spread such trophies of the flood,
And deeds of mighty seamen here unrolled;
To know what made our Empire look on these
Relics of daring seamanship unfurled,
Which made Britannia Mistress of the Seas,
And with her commerce girded all the world;
But while your hearts expand with patriot pride,
Or gratitude for calmer days now come,
Behink you that in all the country wide,
Only the seamen voiceless are and dumb.

Mr. Plimsoll, our readers will be glad to know, is improving, and is now out of danger, except that it is difficult for him to take food. He is to go into the country as soon as he is able. The seamen's testimonial to him is being warmly taken up by the various Branches of the Union.

By upsetting Sir Henry Parkes' Ministry in New South Wales, the Labour party there has shown what Labour can do, and the incident should help to encourage the Labour party here to contest as many seats as possible.

Manchester has adopted a Lifeboat Saturday, by which it has got £5,000 for the Lifeboat Fund. Here in London we have Hospital Saturday. Why not Lifeboat Saturday, too, not only in London, but in all towns of the country? now the Lifeboat Institution is so short of money that the £5,000 thus obtained will not nearly meet its wants.

Shipowners are always howling for police or troops when there is any strike going on, but when the bill comes in the toilers who have thus been intimidated are expected to pay the largest share. The Liverpool City Council has, we are glad to see, refused to pay a claim made by the War Office for troops supplied during a strike. Other places please copy.

The organ of the Shipping Federation has been advertising prizes in connection with a trial of boat-lowering gear, of which trials another shipowners' paper says:—

Certain it is they have created a good deal of heartburnings amongst the competitors. The feeling of jealousy has indeed reached to such a pitch that we hear that the inventor of one gear has commenced legal proceedings against the agent of a rival.

"Shipowner" has recently written to a newspaper to the effect that any changes in the provision scale must be made by Act of Parliament. There most seamen will agree with him. He goes on to complain that desertion is so common as to be a disgrace to the English merchant service, apparently unconscious that in doing so he is helping to show how badly seamen are treated in many ships. If the treatment were not so bad, desertion would not be so common. The remedy is to improve the treatment if you would keep your crews. And this remedy would be adopted if the owners wanted to keep their crews. That, in many cases, is just what they do not want. On the contrary, they want the men to desert, so that the owners can steal their wages.

The numerous correspondents who write to us expressing so much indignation at the attacks made by the shipowners' newspapers on the Seamen's Union, may, for several reasons, possess their souls in peace. In the first place, the wrath of the shipowners at the Union is simply the best possible proof that it is the Union that is getting seamen redress. In the next place, not one seaman in a thousand sees these attacks, and nearly all the few who do see them know what they are worth. To expose and refute all the silly lies of the shipowners' newspapers would require a larger staff and paper than we have, and a quart is not to be got into a pint measure. The shipowners having no case against the Seamen's Union, must resort to abuse. But seamen having truth, justice, and reason on their side, have no occasion to use meaner weapons.

A correspondent sends us the following:—

"SMASH WILSON."

See a recent Federation telegram.

The shipowner sipped Federation port,
As he sat in his easy chair,
But a gadfly was stinging his rubicund nose,
And wouldn't permit him a moment's repose.
O, Laws! How the owner did swear,
As he snatched at the gadfly that wouldn't be caught,
And wriggled about in his chair.

He telegraphed quick to bring a big stick,
And sett'e the enemy's hash,
And, on hearing the din, his servants ran in,
This terrible gadfly to smash.
But at every curse the stinging grew worse,
Till down came the stick with a crash,
When squash went the nose, but the gadfly arose,
And thought them exceedingly rash.

HITTEMARD.

A correspondent, who, to our knowledge, is a friend to both seamen and dockers, writes to suggest the amalgamation of the National Union of Dock Labourers with the London Dockers' Union. That being a matter for the dockers themselves, we have nothing to say at present on the suggestion, except that it would be better made to the Unions themselves. Our correspondent's question "Why should there be two separate Dockers' Unions?" is especially one for those Unions to deal with, and should be addressed to them. From another quarter we have a report of the National Dock Labourers' Union of a most cheering nature, which will be found on page 5.

A correspondent writes:—The British mercantile marine officers at Hong Kong have addressed a letter of thanks to Admiral H.R.H. the Duke of Edinburgh, for the great boon of a weekly day of rest, when in port, from cargo and coaling work, in which they say:—

Your Royal Highness we know, has always taken a great interest in the welfare of the British Mercantile Marine, as per your speech [at the meeting of the Missions to Seamen at the Mansion House] some time ago. In consequence of your personal endeavours we now receive the great boon of a Sunday's rest in Hong Kong. We therefore thank your Royal Highness for the great benefit which you have gained for us. We humbly ask your Royal Highness to still exert your personal efforts to gain this great boon for other Colonies, where needless Sunday labour is still permitted.

It is to be hoped that those efforts will be exerted. Meanwhile the British Mercantile Marine officers at Hong Kong ought to have given a share of their thanks to Captain Dawson, R.N., of the Missions to Seamen, whose activity in the matter largely contributed to the result referred to.

There is an impression among some seafaring people that the Mission to Seamen is subsidised by the shipowners to induce seamen to submit to all manner of wrong in this world by promising better things in the next. That there are shipowners who patronise parsons for that reason, and that much so-called "Christian effort" is largely supported by swatters and scoundrels for similar purposes, we are not prepared to dispute, but we happen to know, and the fact should be placed on record, that Cap-

tain Dawson, of the Missions to Seamen, has done much to help the seamen to get some of their grievances redressed, and he deserves the seamen's thanks.

Mr. Taunton, secretary to the (No. 1) Liverpool Branch of the Sailors' and Firemen's Union, referring to a recent meeting of that Branch, writes:—Later in the evening the members displayed unusual generosity, a resolution being passed that an oilskin and sou'wester be provided for the delegate at the shipping office; this was improved upon by the suggestion that it should be a mackintosh and sou'wester, and further improved upon by the order that all the delegates should be supplied alike, several members evidently being under the impression that the Union is a "clothing club." It is difficult to understand why they stopped there, why should not the secretary be provided with a pair of boots and an office coat? Why was the assistant left out, surely the Branch might provide him with a muffler and some coloured pocket-handkerchiefs? And, indeed, why should not every member of the Branch be supplied with a flannel waistcoat? And as the cold weather approaches red flannel petticoats for the wives of the members would no doubt be the next suggestion. The Union pays its officials for their work, and I have yet to learn that any rule provides "clothing benefit" for the officials."

SEAMEN AND BRITISH CONSUL AT NEW YORK.

A correspondent of London *SEAFARING* grows to the point in the following fashion, which, if it be true, ought to be true no longer, and if it be false is a blow upon the port of New York which demands denial:

"SIR: When I was in New York about three weeks ago, a ship arrived there from a long voyage, and the crew had to pay a month and a-half's money before the master would pay them off. Now, I wonder in the name of Heaven when this kind of work is going to stop. Here is a crew of men who have been cooped up in an old floating prison for five months on salt horse and dog biscuits, and then have to give £5 5s. to a skipper before they can get their hard-earned wages. At the consul's office, when they were getting paid off, all the boarding masters, bums, sharks, crimps, etc., were allowed inside of the office. Is there no way to prevent this wholesale weeping of sailors? You know it is a dead certainty that any man after having been five months at sea on a passage and coming ashore gets some boarding house whisky and then he is not responsible for what he does."

"R.H.N., Able Seaman."

The above letter was taken by a *Marine Journal* representative to the office of the British Consul at this port for explanation, and he was told that complaints of the kind were not uncommon in papers of the class devoted particularly to sailors.

"Considering the great number of ship's crews handled at this office," said the vice consul, "including some 27,000 men last year, I don't think there is a consulate in the world against which there are fewer complaints. The charge of allowing crimps, sharks, and bums in the office with the men is utterly false, as you or any other reporter who has often been here can testify. We cannot keep them away from the outside of the building but they don't come inside the office. As for the alleged deduction of wages before the men got their discharge in the case mentioned, we know nothing of it. If there was any deduction, it must have been by agreement of the men with the master for not having fulfilled all the conditions of their articles. Of course, if a man ships to be discharged in Liverpool and wants his discharge when he gets here instead, the captain is often put to additional expense to get another man at a higher rate of pay in his place, and this may have been the case in the instance referred to, but of that the men have no right to complain and our only business is to see that the agreements are carried out."—*New York Marine Journal*.

ALLEGED SLAUGHTER OF A FIREMAN.

A CASE FOR INQUIRY.

A correspondent writes:—A most extraordinary narrative of assault and cruelty at sea has recently been related to the officials of the Glasgow Branch of the Seamen's Union, by members of the crew of a steamer, which has been corroborated in all essential details by parties who were eye witnesses of a brutal outrage, perpetrated on a fellow shipmate by officers of that ship, while on the passage from Glasgow to Shanghai. It appears that while on the outward passage from Glasgow, by way of Suez Canal, and before reaching Port Said, one of the firemen fell down the bunker-hatch and sustained such injuries that he was incapacitated from duty, the captain doing what he could for him in the absence of a medical man, and promising to call in surgical aid when the vessel reached the first port. On arriving at Port Said a few days afterwards, although the man was still confined to his bunk, suffering from his injuries, no notice was taken of his condition nor was any medical man sent for to have him examined.

The vessel again proceeded on her voyage as usual. Two days or so after clearing the Canal, the man was ordered on duty, although still feeble and suffering from his injuries. His protestations of unfitness were of no avail, and judging from the menacing attitude of the captain that greater suffering to himself might ensue should he persist in refusing, he deemed it advisable to comply.

Accordingly he turned to next day, the vessel being then in the Red Sea and the weather fearfully hot. After attending to the furnaces for some time, he went on deck to get a breath of fresh air, as is the custom among firemen after getting fires properly under weigh. The chief engineer seeing him on deck, peremptorily ordered him below to the stoke-hole; there he declined to go, explaining he would do so as soon as he had recovered his breath.

Becoming enraged, the chief engineer, by way of forcing obedience to his orders, struck the man a blow on the face. To this the man retaliated by striking back; the other engineers, who were about the deck, seeing their superior in grips with a fireman, simultaneously rushed upon the panting victim, knocked him down and kicked him again and again. The captain, hearing the noise from the upper deck, then put in appearance and helped to swell the force which now assailed the almost helpless man, by striking and kicking him also. Regaining his feet, the victim again made a superhuman effort to free himself from the clutches of these assailants, and in his desperation struck out at the first who barred his way, who turned out to be the captain. Stung by the blow, that gentleman then ordered the man to be put in irons, carried aft to the wheelhouse and locked up, which was clearly his duty to do at the outbreak of the disturbance. By this time news of the *melee* had spread all over the ship, and several of the crew who were forward, on going aft to learn for themselves the true state of affairs, saw the man, who, for some reason not explained, had in the meantime been removed from the wheel-

house, lying on deck to all appearance lifeless, and those around him pouring spirits down his throat, evidently for the purpose of restoring him to consciousness. He never recovered, and was buried the same evening. It was stated that the whole scene, from the start of the row until the man was a corpse, did not occupy much over half an hour. I understand that the man's death is recorded in the official log-book as due to apoplexy, and seemingly to divert any suspicion of foul play attaching to the perpetrators of this atrocious outrage, a subscription sheet on behalf of the deceased's relatives was immediately opened, by which something like £20 was collected, principally subscribed by those implicated.

It has lately transpired that an effort was made in Melbourne to have the matter investigated, but fell through owing to chief witnesses being induced to leave the ship and helped out of the way by those on board. The second steward, who was the prime mover in the matter of instituting the investigation, was compelled to sign a document, previously prepared by the captain and his adviser, apologising for the charges made against him and his officers and withdrawing the same. My object in bringing this case before the readers of *SEAFARING* is to impress upon members of the Union the necessity of having such brutal and disgraceful proceedings on board ship reported without delay at their respective Branch offices, so soon as they reach British waters.

UNIONIST AND NON-UNIONIST.

A DIALOGUE.

Among the motley crowd daily seen at the shipping office, old Jack Halliard is to be found, earnestly defending the Union, and launching terrific onslaughts on the Federation. In season and out of season, in sunshine and in rain, Jack has his select group around, eagerly catching the fervid words that fall from his lips, as he proounds what he calls common sense. Any luckless wight who may have a passing fancy for free labour or the Federation, will never, though he live to the age of Methusaleh, forget Jack's method of dealing with him. Jack is an enthusiast. When at home he is always at the shipping office, fighting the battles of the Union, and when at sea the forecastle is turned into a debating hall. Awake, he is enumerating the manifold merits of the N. A. S & F. U., asleep, he dreams fondly of his darling Union. I give one of his encounters with a Federation man who rashly attempted to silence him.

Pete Ratling: Stop it Jack, you're enough to drive a fellow crazy, with your continual cry of join the Union. Defoe's raven never croaked more ominously than you. If there was any variety in your talk I could listen with patience, but it is one everlasting cry, Join! join! join! Why should I join? What good will it do me? Joining a Union and paying sixpence a week is a serious matter, and ought not to be undertaken without careful thought. If you can give me any valid reason why I should do so, I will; yet I must confess I see none.

Jack Halliard: You see no reason why you should join the Union, Pete? Well, I'll try to make it clear to you that it is the

duty of every genuine sailor to enrol himself a member. In the first place, unity is strength. My old man used to give a capital example of the strength of combination. Taking a match from a box he would break it easily; and then taking a number, would try to break them, and invariably failed. Why? Because the combined resisting powers of all the matches were more than he could overcome. Singly, he was master of the lot; united, they were master of him. By joining a Union you will place yourself in a firm phalanx of determined, earnest men—your fellow-seamen—who are intent on getting justice done them. Instead of being one isolated match, you will be part of a strong parcel of matches.

Pete: Don't talk those stale platitudes, Jack, but give me real instances of benefits.

Jack: Tisn't platitudes, Pete, its real common sense; the Union men are firm and united, and must prevail.

Pete: But am I not united with my fellow men by reason of being a member of the Federation? There is unity for you, if that is what you want. Hundreds of sailors are on the books of the Federation; why not keep to the Federation, and give your Union the go-by?

Jack: Now you are talking nonsense. The idea of the Federation being a sailors' Union is too utterly laughable to be seriously thought of. What sort of Union is it? You band yourselves together to ensure crews for Federation vessels, whether seaworthy or otherwise. That is the only reason for the existence of the gigantic imposture. You unite to do yourselves injury. I am heartily ashamed to hear you describe it as a Union. Is that one of your jokes? But to return to my argument. The Union unites men in a brotherhood, and causes them to stick by each other through thick and thin, to offer aid or receive assistance. What does your Federation give you?

Pete: But what has the Union done?

Jack: Say, rather, what has it not done! It has revolutionised the maritime world. Conditions at sea to-day, and conditions at sea before the advent of the Union, are vastly dissimilar. It is profanity to compare the two in the same breath. Look at the wages. Both you and I have jumped to £3 5s. a month, and thought we had a good berth before the coming of the Union. Now you can get £4 5s. easily. Is that nothing? Practically, the Union has given you 5s. a week, and yet you hesitate, nay, refuse, to return it sixpence weekly. Pete, I am disgusted with you. Then, again, it was through the instrumentality of the Union that the Load-Line Act was passed. In itself that is worth all the money you are asked to part with. Never again shall we see the load-line above the deck line. It must be placed where it will really show the point to where a vessel may be safely loaded. The Union has removed the cause of many an untimely death—overloading.

Pete: I don't see that the same men would be in Parliament if the Union was not in existence as now, and in all probability would support the same measures, they would still retain their humane sentiments.

Jack: Not so. The same men may not be in Parliament, yet unless they were pricked up from behind by our Union, I am afraid they would entirely forget the welfare and safety of sailors. M.P.'s want a lot pushing on, and that is what our Union does. Mr. Wilson and other officers of the Union keep a sharp look-out over the words

and actions of our legislators. A case in point. You know the horrors of the cattle trade? The Union has spread broadcast over the country Mr. Plimsoll's book on that traffic, with the result, I doubt not, that its terrors, brutalities, and enormities, will soon be a thing of the past. A cattle ship will be less and less a floating hell, and the conditions under which both men and beasts labour will be greatly improved. The Union ventilates all grievances under which sailors exist, and that ventilation must soon cure the evils. When the shore-going folk know the miseries we endure, they will join bands with us to palliate, if not end, them.

Pete: Will it benefit me individually? That's what I want to know. Leave the general, and descend to the particular. I want to know what particular benefit I may secure by becoming a Union man.

Jack: Well, in the first place, it will give you the services of a free solicitor. Every now and then something crops up in connection with the articles, payment of wages, or your treatment at sea, upon which you would like legal advice and action, but are afraid to take proceedings, fearing failure would ruin you by excessive costs. Now the Union steps in, and gives you free legal advice and assistance, either as plaintiff or defendant. In itself this is worth all the contributions, but it is only a small part of the benefits and advantages you derive. The secretary, too, is always ready and willing to listen to and advise you, and generally look after your interests.

Pete: Yes; that's a good thing.

Jack: And not the only good thing, either. I knew a man who was away from home, penniless. He went to the Union secretary, and, showing his card, was given a night's lodging, a substantial supper, and his railway fare home next day. In fact, Pete, the Union looks after you in every way. Look, too, at your provision scale. It is miserably inadequate. The Union, feeling this, has issued another scale, which is meeting with great favour. Many shipowners say they are willing to adopt it, but ask that the others be compelled to do the same. The Union, by Parliamentary action, is trying to compel these owners to adopt the new dietary scale, and will succeed, if you, and others like you, do not weaken the cause by abstention. You say, joining a Union is a serious matter. It is a serious matter; and a matter you must attend to at your peril, and join at once. Do not hesitate, but join at once. There is a business meeting to-night—shall I nominate you? I am sure if you do not join, you will regret it.

Pete: But the contributions are so high!

Jack: High? bosh! Do you think legal assistance, the services of a secretary, and a parliamentary agitation could be carried on with less than sixpence a week? If the contributions were lower, I should think it a bogus Union.

Pete: Yet there are more Trades Unions with a less contribution than sixpence. Surely you will not say they are all bogus Unions?

Jack: No; I do not say they are all bogus Unions; some exist under easier circumstances than the N.A.S. and F.U. The members work on shore, and are get-at-all, and the business may be conducted during the evening, and many officers absolutely necessary to the Sailors' Union may be dispensed with in these other Societies. I say again, a Sailors' Union with less contribution than sixpence must be a bogus

one. Do not think the funds are frittered away. The balance of money in the Society, which is kept to fight your and my battles, is over thirty-one thousand pounds! The sixpence a week enables the Union to pay every current expense, and put by a goodly sum in reserve for emergencies. The Union could not be crushed in a day. It is a genuine fact, founded on a solid foundation.

FRANK ANDERSON.

YARNS.

CLXXXIII.

TOO MUCH OF A JOKE.

The *Wheeler* was a handy little ship with the reputation of being able to steer herself if left alone. She was homeward bound after a long voyage, and all hands felt well pleased at the prospect of the weather, which after a particularly rainy and squally "doldrum" had settled into a light N.E. trade wind. The night was very dark but clear; the stars twinkled brightly above, and the sea, perfectly smooth, murmured a gentle lullaby to the weary watch on deck. Sailors lay on the hatch in dreamy unconsciousness, fanned by the swaying of the mainsail. The mate, who was in charge of the deck, after futile efforts to keep awake, reclined in oblivion on the skylight. Even the man at the wheel was not proof against the soporific influence of the weather, but fell asleep at his post. The captain, himself a sound sleeper, was troubled with insomnia on this occasion. He got up and came on deck in his pajamas. Looking around, he took in the situation at a glance, and chuckled to himself as if it had been some prodigious joke. The captain loved a practical joke more than anything else, and the present was a good chance, he thought, to play a trick on the mate. Going down on the main deck, he found Tom Young, the "fat boy" of this story, and quietly waking him said, "Get up, there; make no noise; d'ye hear?" The boy heard and obeyed. Going on to the poop, they crept noiselessly aft, and with little difficulty unshipped the wheel and carried it forward, placing it in the long boat, as the most unlikely place for a ship's wheel to be found. After this was done, the captain instructed the youngster to go out on to the jibboom end and hail the ship at the pitch of his voice in the usual formal manner adopted when speaking a passing vessel. The boy went forward and the captain aft, each confident of the success of the joke. The captain had just ensconced himself in the companion-way when a faint "Ship ahoy" was heard. The mate slept on, and the man at the wheel added another item to his slop-chest account. "Ship ahoy; ship ahoy; where ye running? Keep your luff." The mate started up as if his death knell had rung, and looking around in dazed fashion for the stranger, heard distinctly the latter injunction to keep close to the wind.

"Keep your luff there. Luff up! What's the matter? Don't you hear me? Are you asleep aft there, you fool?"

So saying, the mate ran aft to where the wheel should have been, and the helmsman waking up, they both became frantic with consternation on finding the wheel gone. At this juncture the captain emerged from

his hiding-place, and after laughing heartily for a minute, assumed a very grave aspect, and proceeded to point a moral by warning the mate against sleeping on his watch on deck. The captain concluded by saying that the vessel's reputation as a good steering ship was a dangerous thing to trifl with. He had barely spoken, when the whole watch, by this time on the alert, were amazed to hear—this time in the unmistakably gruff tones of a veteran sailor—"Ship ahoy! Mind your helm; you'll run me down!"

The sound came from the lee bow, and running to the lee side, Captain Joker, of the *Wheeler*, was thunderstruck to see a large clipper ship bearing down upon him under all sail and only two cable lengths off. The stranger had braced his after yards in to help pay her off, but a relentless fate had doomed the *Wheeler* to destruction. The wind hauled a couple of points and the unmanageable ship paid off faster than the other one, with the result that the stranger ran into the *Wheeler* abreast of the fore rigging. "Look out to make a jump, boys," sang out the captain, and when the crash came all hands clambered into the shrouds of the big craft, and as they hung on there they could see their own ship plunge and wallow and then sink before their eyes. It is needless to say that the underwriters failed to see the point of the joke.

AFTER THE GALE.

Scene: A luxuriously furnished dining-hall in the Elysium Hall,—Fleecem and Grindem, shipowners, in earnest conversation. Fleecem: I am very sorry to hear your ship has foundered. I suppose it was a very serious loss to you? She was a fine vessel and generally had good freights.

Grindem: Um! Yes, she was a fine vessel enough, but she was fully insured, even the freight; and if she had arrived in port safely I should have had to get her thoroughly overhauled and repaired. I am not out of pocket, really I am better off as it is. Fleecem: I see there is to be a meeting in aid of the wives and orphans of the crew. The papers are saying some very nasty things about you. Grindem: Well, I have sent them a cheque for £10, and a beautiful letter telling them of my losses. I think that will alter the comments, not that I care, but now that infernal Wilson is about crews seem to shun a vessel if they are not treated like princes in her. Fleecem: That's the style! Play the generous, You can do it cheaply, and what is more, take twice as much out of them in another way. I always preach a sermon to my crews when I can. It pays.

[Enter waiter with letter.]

Grindem reads and exclaims: Damn it. What next? Fleecem: What now? Grindem: Listen to this. (Reads) "Gibraltar. Sir,—The crew of the *Money Hunter* refuse to sail further, alleging that the vessel is unseaworthy, and has insufficient food on board. I have frightened them with imprisonment, but they have wired to their Union secretary, and he has telegraphed instructions to a leading solicitor here to defend them. I am afraid the men will win if we take the case into Court. What shall I do? J. SNIVEL, master." Grindem: That's what the infernal Union does. Gives the men free legal advice and assistance. I should like

to know where the men would get the money from if the society didn't help them. I would willingly give my finest vessel to see that fellow Wilson hung. I suppose it is best to give in, and have the old tub repaired. (Writes instructions to that effect) While I have the pen in my hand, I might as well send a thou' to the Federation. Fleecem: What's the good, my dear fellow? The Union is evidently in earnest. That fellow Wilson, I believe, would turn the world upside down, and inside out, to right a case of oppression, as he calls it.

Grindem: You haven't heard the latest scheme for bamboozling the men. The Federation will win. We have engaged the rag-tag of the females to help us. Beer, bunkum, and brothels will win. Have another glass of Moët?

SEAMEN'S GRIEVANCES.

The following paper has been read at the meeting of the Bristol Branch of the Sailors' and Firemen's Union by Bro. Jarman:—We have heard a lot of tall talk lately, and posters stuck up at the shipping offices, about sailors showing four years' discharges to be qualified for an A.B. There is nothing very much said about cooks or firemen, who, in my humble opinion, have as much interest as a sailor. For instance, if the firemen are deficient, or the engineer is short of labour below, the sailor, of course, has to go down and trim the coal, and in a great many cases to fire, which I have done myself, leaving a great deficiency of hands on deck. Here comes in one of the greatest benefits the Union can push—legislation for undermanning. I am very sorry to say that the Board of Trade officials do not enforce the four years of competency, as I witness nearly every day men shipping without a discharge at all. As to the provision scale, we will take, for instance, a steamer bound to China leaving Cardiff or Liverpool. Within six days the vessel touches at Gibraltar, or ten days at Malta. Is it not very easy for a master to take plenty of fresh provisions to last him half of the distance at least? two or three days' fresh meat and soft bread, with vegetables, and a good cook to prepare the food for the crew. But no. As soon as you are in channel, or scarcely out of sight of land, it is salt horse, dead pig, maggoty biscuit, very likely two or three potatoes, scarcely ever fit to eat. For breakfast, dry biscuit, drop of coloured water, called coffee, made out of burnt wheat or Indian corn, of course plenty of milk from the molasses cask; salt horse or pig, with a pint of pease powder soup, with a few celery seeds to flavour, for dinner. For tea, what you cannot eat for dinner, which is usually nothing but a smell of the greasy meat kidd, with a dry cracker (God forgive me for calling them biscuits!)—very probably, with a good master, you might get a half-ounce of margarine. Now Malta, or plenty of places where vessels call at, are very cheap places for potatoes and vegetables, and also good bread, which would last to Port Said, and from thence to Aden, where a fresh supply can be got in different ports, until you reach your destination. Who is to better this condition of things? Why we, ourselves, by our organisation. Now we will take a trip in a sailing vessel from Cardiff to Japan, or

British Columbia, which generally occupies between four or five months of a good run. During the whole of this period seamen live upon food I have mentioned above, which becomes positively nauseating by its very sameness. Of course, they are kept as strictly temperate as can be desired by the most bigoted enthusiast of the blue ribbon cult, for, if nothing else, a ship's articles are perfectly clear on one point, and that is, *no grog allowed*. Add to this, the food and sleeping accommodation has to be taken. A man remains in a comfortless dwelling. His diet scale remains unaltered, whether under the fierce vertical rays of a tropical sun, with not a breath of air to cause a ripple on the ocean, or if battling against overwhelming odds in an appalling hurricane, with fingers and feet frost-bitten whilst attempting to make the land of New York in the depths of winter, after a rapid run from the Equator, after being wet through days and days together, without a chance of drying your wet clothes, you must keep putting on the same without you have an enormous sea-chest stocked with plenty of clothes, which, before our Union started, the wages sailors were receiving were not sufficient to keep their wives and children in rent to shelter themselves, let alone to buy an extra suit, or a good suit of oilskins. I have myself received the great sum, before the Union raised our wages, of £2 5s. per month. Thanks to all good members of our noble Union, the same vessels are paying £3 10s., and very often £4, per month, and if through the efforts of our leaders, with good substantial Trade Unionist seamen to back them up, we could demand a fair share of our rights, robbed from us years enough by the majority of these church-going shipowners, praying to their God that the vessel never returns. Then comes the best of their greed and avarice. After ploughing the treacherous seas between life and death, and almost if not worse than many a slave was treated, the first port you arrive at you have to go down on hands and knees to beg for a few shillings of your own hard earned money from the master before you can get it, and then for every shilling you generally have to pay one shilling and threepence, which would not be allowed for a landsman employer to do. Another consideration for seamen is their comfort aboard. I am certain I have seen better accommodation for cattle ashore than the seamen have got at sea. Fancy ten or twelve men thrown in a square box one on top of the other, not more than about 12 feet square. It has been lost sight of by most writers except the editor of *SEAFARING*, that while the general standard of comfort for the labouring man, mechanic or factory operative, on shore has greatly improved, yet the comfort and food for the seamen has not improved, and the work is really harder in consequence of the diminished number of the ship's company owing to the alleged labour saving appliances. If any respectable person on shore would take the trouble to inspect the so-called Board of Trade scale of provisions that would convince the most sceptical that it is far from inviting, but was fixed as the least that could be given with any degree of decency. The craving that men have for a change of food after subsisting on it for a long passage is undeniable, while the difference in cost between the present scale and a more suitable dietary is almost inappreciable. This leaves no doubt that the food scale in British ships has been drawn up utterly

regardless of the physiological wants of the system. Let us have some good cooks, and not food-spoilers. One-half of the cooks, I am sorry to say, cannot boil rice to keep a parrot alive. Let us have less salt meat, maggoty biscuit, and the much-cursed pound and pint done away with. More vegetables, butter, suet, flour, raisins, marmalade, occasionally preserved meat, fish, potatoes (an excellent prevention of scurvy); soft bread two or three times a week, or at least in fine weather, when there would be no excuse for making under the superintendence of a good steward and cook, with a clean apron and cap, clean galley, and its tin cooking utensils, would make life aboard worth living. With few exceptions, no provision is made aboard of a vessel for the moral well-being of the sailor or fireman. He is given an unvarying diet, and has to perform allotted tasks. What wonder that, under the present circumstances, Jack should degenerate into an insubordinate drunken seaman. But after all our talk or writings, the whole matter, to my mind, is entirely in the hands of the seamen themselves. He is not, as I have heard our undaunted general secretary and *SEAFARING* explain, bound to sign articles containing the Board of Trade food scale, nor is he bound to contract himself out of any benefits. Indeed, it is doubtful whether a High Court of Justice would sanction this clause of a ship's articles. I hope that our glorious Union, which has done so much good for the seamen and their wives and children, will devote itself to these and kindred matters. Brother seamen, if you mean to better your position, choose once, and once for all, which side you will be on—the Seamen's Union, paying sixpence per week, or the combined efforts of ungodly shipowners to reduce our wages 15s. to 25s. a month, and starve us in the bargain, which is their intention, and nothing more.

NATIONAL UNION OF DOCK LABOURERS.

The report of the Executive Committee of the National Union of Dock Labourers, which has its central offices at Liverpool, has been issued. This Union has branches in many of the ports of the North, such as Liverpool, Glasgow, Newcastle, Grangemouth, Bo'ness, Droylsden, Birkenhead, Maryport, Leith, Whitehaven, and Barrow-in-Furness. The total number of members is stated to be 14,552, and the fully paid-up contributions £8,814 15s. 8d. The total income of the Society for the financial year ending June, 1891, was £12,512 5s. 5d.; £5,257 12s. 10d. was expended in strike pay during the same period. The Union has been successful in recovering large sums of money in the law courts as compensation to members and their relatives for injuries and loss of life. Speaking of the benefits conferred upon the dockers of the northern ports by the Union, the report states:—"The compensation to these 14,552 financial members in the form of increased wages, calculated on an average increase of 1s. per day (and the moderation of this estimate will be more than justified later on) amounts to £227,011; or, to put it in another form of words, each man, on an average, by an expenditure of 13s., increased his income by £15 12s. per annum. In addition to this, a valuable insurance has been effected for the benefit of each member's relatives. But gratifying as these results may be, they are not a tithe of the advantages gained. Not less than 50,000 additional workers at the docks have directly benefited to the extent of £780,000 in increased wages during the past financial year." Referring to the work done by the Union in the Irish ports, the report states:—"In Ireland the work of the Union has been equally successful. In some of the Irish ports in which branches were formed, wages were so low as 10s. a week, and the men treated much worse than in England or Scotland. The payment of overtime was a thing unknown, and for 2s. a day men were

forced to work from six in the morning till nine o'clock at night. The Union has removed many of the more galling conditions, and has infused a spirit of dignified manliness in the bosoms of the men. The success already achieved by the organisation inspires us with confidence as to the future progress of the movement in Ireland."

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

- 1 Correspondents' names are not divulged to anyone without their sanction.
- 2 Letters not accompanied by the writer's name and address are destroyed without being either read or printed.
- 3 Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.
- 4 Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than *SEAFARING*; to report it before might often defeat the ends of justice.

ALLEGED FEDERATION IMPORTUNING.

To the Editor of "Seafaring."

SIR,—In answer to a shipowners' paper desirous of knowing about the author of the letter setting forth his experiences of being importuned by a female acting in the Federation interest, I beg to state that the interview I described occurred on the streets of Plymouth about five weeks ago, and I was the proposed victim.—I am, etc.,

JOHN CLARK, Fireman.

S.S. *Sherryvore*, of Glasgow.

P.S.—I have sent a copy of this to the shipowners' paper, which I have my doubts will not appear.

GRAIN-LOADED SHIPS.

To the Editor of "Seafaring."

SIR,—In our esteemed president's opening address at the Annual Congress, yesterday, he mentions particularly the working of the Load-Line Bill of 1889, and very truly states that, through the timidity, etc., etc., of the local officers, the law respecting the same is very often evaded. He might have gone still further, and stated with equal truth that in many cases, with the connivance of the masters, it was done wilfully. I would like to draw the attention of our president, also our general secretary, to the grain-loaded ships, both from Australia and New Zealand, and to the manner in which they are loaded. I believe the Act states that they must be loaded in bags. The ship to which I belonged had to be loaded that way. Now, Sir, the second officer (a mere lad, just out of his time) was appointed to superintend the stowing below. When the stevedores thought proper, they cut the bags open, and shot the grain loose—not only one, but hundreds. I remonstrated with them (they being Sailors' Union men), pointing out the danger of shooting the grain loose, they remarking, in return, they were told to do it by the chief officer. Is that evading the law, Sir, or not? The sequel showed we might have stopped the ship, we might not, and probably the jail stopped us. No one to fight your cause there. In running between New Zealand and Cape Horn, in what might be termed an ordinary gale (I have seen worse, a great deal, scores of times), our ship was like a half-tide rock, continually full, all hands forecastle, house on deck, galley, and even the saloon, etc., continually wet for over 50 days. What was the cause? From the master to the saloon stewards every one knew, even the passengers, and the master openly expressed it—*too much cargo*. In loading in Melbourne, in the month of May, for the Channel, I drew the attention of the chief officer (he communicated it to the captain), also to Lloyd's surveyor, that the disc was below the water for the winter mark, the ship being marked, One, North Atlantic Winter; 2nd, N. A. Summer. We were loaded to the summer mark, the surveyor

remarking it would be summer when we arrived in the Atlantic. What about the Pacific (wrongly called, I think) in the winter, off Cape Horn, where we were? The latter part of May, running with whole topsails and foresail, one set run aboard, tiling decks completely. The cry, "Was she gone?" she staggered, reeled, almost stopped, but eventually cleared herself. Head reaching was tried; the ship was brought to (all hands in the rigging), when such a sight presented itself that in 30 years' experience I never saw. The ship was on her beam ends, the tops of the houses on deck to leeward were under water, lifting the boats from the skids, etc., the weight and surge of the sea to leeward burst the forecastle in, completely gutting it, the starboard watch losing chests, clothes—in fact, everything movable. One man's watch was picked up in the donkey-house a week after. No compensation for Jack. The ship was passed seaworthy. The grain that was loose was now to leeward, lots spoiled, as she filled the cabin the same as the forecastle. No respect for persons when the water got below. How much spoiled I can't tell. Now, sir, I would humbly suggest to the officials of our Society that they should federate as soon as possible with our Colonial brothers, and that the outside delegates, both at home and abroad, should be empowered to inspect all ships and report the same to their Unions, so as to strengthen the hands of our president and secretary in demanding that justice shall be done. Thanking you in anticipation, I remain, fraternally yours,

WILLIAM GOWING.
Gravesend Branch, No. 730.

London, Oct. 6, 1891.

GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—Much has been done by our old friends Mr. S. Pimsoil and Mr. J. H. Wilson, and others, to make the lives of our mariners more comfortable and safe, but I regret sufficient has not been done to bring to justice individuals who are every day placing in jeopardy the lives of thousands of seamen, as well as jeopardising the safety of scores of ships. I mean, in the first place, vessels are more closely watched than they are on the in the timber trade. Vessels trading to home ports Continent, and this is what grieves me to watch vessels with these abominable deck-loads. Latterly I have watched these vessels with anxiety, expecting to see or hear of some sad calamity. During my short stay on the Continent I have seen English ships in the various ports with deck-loads varying from 10 to 14 feet above their rails, and oftentimes with from 15 to 20 degrees of list, and seeing these vessels in such a trim, I should like to know what is to prevent their crews from being washed overboard and drowned. Again, what is to keep the vessel on even keel with such a lot of top hamper in case she gets into a breeze of wind? In case of being suddenly struck by a squall what is to prevent them capsizing, as is often the case? It is no uncommon thing to find a timber ship bottom up in mid-ocean. I have seen such cases, and on two different occasions have had the misfortune to assist in attempting to tow two vessels to port, once to Falmouth, once to Coruna, in Spain, but on both occasions failed, having again to abandon them on account of weather. Now, I maintain that we, the workers of these great fortune-making machines, should at once demand a legal enactment making it an indictable offence for carrying these dangerous cargoes, which to my mind is a worse form of murder than we sometimes read about. Then, again, we have the load-line. Masters at home ports are very cautious, but out here it is different. Oftentimes you will see vessels coming in here with the load-line completely under water, which, I maintain, should be stopped, and seeing that some of our captains at home know it to their sorrow, I trust that before long the eyes of the law will be turned in the direction of the Continent. Then we may expect to hear some startling cases in the courts of law that will prove the perilous position our seamen are placed in to satisfy that very humane section of the community—the shipowners. The House of Commons is full of these shipowners, brokers, and hangers-on. As a general election will take place within the next few months, we as men should commence to look about and see who are the individuals who are crying and cringing for our votes at the forthcoming election. In all our commercial ports we should commence questioning these aspirants for your suffrages what are their intentions towards remedying these evils that I have mentioned. And the individuals that you give

your undivided suffrage to demand that they will bring about such necessary reforms as will place you outside the pale of slavery and tyranny of the once all-powerful enemy—the shipowner. All trades have similar grievances, and we should now band ourselves as Unionists, and send in place of the capitalists men like the Wilsons, Burns, and numerous others I could mention, that will demand justice and equality for one and all alike.—I remain, yours in unity,

WILL SPROW, Organiser.

Rotterdam, Oct. 23, 1891.

WIDOW AND SHIPPING FEDERATION.

To the Editor of "Seafaring."

SIR,—Now that this scandal has been fairly thrashed out by the representatives of the Federation and your humble servant in various newspapers throughout the country, it may not be out of place just to say a final word in reply to a Federation official, who was undoubtedly the prime mover in supplying all the information which enabled the shipowners' paper to make the statement, viz.: that the story was a pure invention, and that no subscription, as was asserted in the original letter, was known of, nor had been received by the party interested—namely, Mrs. McGilvray; A Federationist no doubt fancied when he sent it to me at this office for Mrs. McGilvray's address, after publication of the original charge—that by making the report he did to his employers, and having it inserted in their paper, that the matter would drop; but he little reckoned it was a hard-headed Scotsman he had to deal with; one of the Federalists, it appears, has no other object in view in attempting to refute my statements—after all his evident shuffling to save the honour of his party—than to preserve the character of a Federation official from the imputation of discourtesy. In his latest effusion he does not challenge a single statement of the enumerated facts, except that of "contemptuously ordering the messenger from the office." The letter of Mrs. Cameron which appeared in a recent issue of "SEAFARING" speaks so conclusively, and is such direct testimony to the point involved, that I may safely leave the conclusion likely to be arrived at by an impartial observer to the reflection of your readers; but it is indisputable that every other item of the charge has been fully and unmistakably substantiated. My only regret is that working men should undertake the mission of attempting to whitewash the schemes of those by whom they are presently employed, and furnish such gross misstatements.—I am, yours in unity,

ROBERT McILROY, Secretary.

Seamen's Union Office, 15, James Watt-street, Glasgow.

Sept. 25, 1891.

To the Editor of "Seafaring."

SIR,—I have just returned to England after an absence of two years, and while looking over SEAFARING, dated May 3, 1890, I find an article on ships' forecasts. If you will kindly allow me to say a few words about the forecastle I came home in. I would feel much obliged. I came from San Francisco, in a Liverpool vessel. Her forecastle was certified to accommodate 16 seamen. We were 12 and could not pass each other between the chests, and they were close up to the bunks. The lamp we had was a type of the days of Charles II, and the smoke that arose from it was something suffocating, as it had no top to it. We went to the captain, and he told us if we did not like it we could burn slush. In bad weather, of course, it had to be left burning, and when we awoke we would be spitting black soot for about five minutes. The forecastle had no skylight, and we were compelled to burn it all the time rounding Cape Horn. The forecastle was not lined either, and the sweat running from the iron into our bunks was not very pleasant. I can assure you, and we could get no old canvas to nail up either. Is there no law for a sailor in this matter? Are the owners compelled to furnish a lamp or not? Another thing I will make mention of is the Board of Trade sanctioning masters to give substitutes. The substitutes we got were rotten potatoes that we could not eat (and Lord knows they are bad enough when a sailor can beat them) instead of flour, and one pound and quarter of marmalade per week instead of two pounds of beef and one and half pounds of pork. Seeing there is so much being done for sailors, we would be very thankful if something was done in the way of lamps and substitutes. Hoping you will find space for this in your valuable paper SEAFARING, I remain, yours,

AN OLD GROWL.

SEAMEN BEWARE! Booted
o' quare lastonet and hoistin' all the time to do do
a honest To the Editor of "Seafaring."

SIR,—I saw in last evening's paper that the Shipping Federation is on the warpath again, Mr. G. Laws smiles on us with bland, sickly smile. Then he invites us to desert our own ranks, and join his army, by such offerings as compensation for widows or children whose husband or father has been lost at sea. How do the Federation keep their promises? Something like this, by presenting the widow with a half-crown, at the same time telling her that will go to help her buy a mangle, so she can work and support her little ones! Kind-hearted shipowners that, indeed! That is like the sharks. Why did not the shipowners get up their Union and fair promises before the N.A.S.F.U. was started? Why did they not give us an increase of wages before our Union compelled them to do so? Now, men. I implore you to stand firm by our colours, and do not be gulled by such enemies of our Union, for you do not see in any of their fair promises anything about giving us a further increase of wages, or a better class of rations or accommodation. No, boys, that touches their pockets a little too much. What they want is to get enough men on their side to man the tonnage of Great Britain, then down comes our wages to the old starvation point. They are continually trying it on. Here is an instance of how it was tried on here in Cardiff. This last week they were trying to rig some ships under wages. On the morning they were trying it on with one ship, the shipping office yard gates were kept shut until half-past eleven. When one of the Board of Trade officials was spoken to about it, he stated that they could not find the key of the gate; rather a peculiar affair that—a very natural excuse I should say. Well, did they succeed in getting a crew under wages? No, they did not! Now, boys, what I insist upon doing is to stand firm and fast by our colours, and use all the strategem that is lawful which lies in our power, and victory will reward our efforts. It is a well-known fact of this nation, therefore, you all ought to be able to see that we, the seafaring class, could be the most independent working-class of Great Britain if we stuck together.—Your Union brother in arms,

J. E. HATCH, Seaman.

Sept. 25, 1891.

To the Editor of "Seafaring."

SIR,—Can you tell me, Mr. Editor, how it is that,

notwithstanding all the fuss the Federation is making about paying the wages of the port, that the last two Federation ships I put my discharge in the wages were reduced 5s. per month? I backed out, you may be sure, and am since knocking about without a berth. If I could be quite sure the Union would accept me, I would gladly be in it again; but what can a simple seaman do, when he hears so many yarns one way and the other. Over a glass of beer, the other day, I heard a thundering cuffer about a pile being sent last year by the bosses who run the Union offices, but what tickles me is there is not a word about what the Federation are spending, or who is to pay to see all those brass-bound fellows lounging about corners, and smoking and drinking at public bars, and nothing coming in, and I must say they are not bad to a fellow in the Federation office. He can play dominoes, draughts, and all sorts of games, and all manner of papers excepting your paper; that I have never seen all the time I have been about there, and that above all others I wish to see, for I would like to take my bearings and see how the land lies. I am afraid there is some of the rubbing gear of the Federation craft a bit adrift, or I might have a peep at SEAFARING as well as the rest. If it is not too much trouble, you might give me a tip in the right direction.—I am, yours, J. HARRISON.

To the Editor of "Seafaring."

SIR,—Another of those many instances which I have often quoted in reference to shipping cases has arisen respecting the refusal of four teen runners to discharge a quantity of stone ballast whilst on a voyage from Dundee to Barry, in the four-masted ship "Lancing".

These were requested, by the captain's orders, on Oct. 2, 3, and 5, to rig up a span and discharge the ballast, which they naturally refused to do, it being generally understood that their duties were to navigate the ship from port to port, and moor her to the satisfaction of the dock-master and officers. They qualified this refusal by offering to discharge the 60 tons of ballast, providing the captain would pay them extra, as done by other shipmasters. Upon their arrival at Barry, the captain endeavoured to deduct the sum of £1 from their wages. This the men naturally resented, and appealed to the Union. I interviewed the superintendent of the Board of Trade on the matter, who acknowledged that the case was a most unusual one, but he added that the captain had resolved to test the legality "of the men's refusal to discharge ballast at sea," and, therefore, it did not come within the jurisdiction of the Board. The solicitor of the Union was then instructed to take the matter up, but, it having transpired that nine of the men had accepted the captain's terms, there only remained five who refused to accept less than their original agreement. The captain, notwithstanding the fact of his having paid nine off, and their having proceeded home, thus being outside the jurisdiction of the court, summoned the whole of the men individually for "continued disobedience to his lawful commands," and collectively for "unlawfully combining or conspiring on board the said ship." Whilst the five remaining men, on the other hand, summoned the captain for the recovery of the full amount of wages, together with compensation for detention. The wages cases were heard on Monday, when the magistrates reserved their decision pending the hearing of the other cases. The cases of "continued disobedience to the lawful commands of the master" were gone into, one in particular being taken as a test case, thereby enabling the other four men to give evidence. This was dismissed, the other individual cases being withdrawn as the evidence for the prosecution was completely overwhelmed by the evidence of the men. Then what do we find? We find the prosecution, after the acquittal of the men, charging them collectively, thus completely gagging them as far as evidence for the defence is concerned, with the identical offence of which they had five minutes before been proved not guilty to the satisfaction of the Court, under another definition. This course of procedure is permitted by the "great unpaid" comprising the Bench, the one-sided evidence of the prosecution (or persecution) is heard and the Bench retire to discuss the pros and cons of the case. Upon returning into Court, after the usual stereotyped phrase of "having given the case their most serious consideration," &c., the Bench gave it as their opinion that things had been conducted *very loosely* by the captain, and undoubtedly a misunderstanding had arisen with the men on account of such looseness, but they still considered the men *a little* to blame, and the requirements of the case would be met by the infliction of nominal penalty of 10s., including costs, notwithstanding that there was not a particle of evidence that they had either combined or conspired, their only offence being what I have previously defined, it being a most unusual practice to discharge ballast on a "run." Another remarkable feature of this case is that 10s., including costs, amounted to the sum of £1 1s. 6d. per man. I may here mention that the men were offered the alternative of accepting £3 10s. (£1 short of their agreement) or be prosecuted for the alleged disobedience and conspiracy. As before mentioned, nine availed themselves of the former, the remaining five declined, hence the prosecution and result. The result of the wages case, remarkable to say after the previous decision, was in favour of the men, but owing to summonses being issued against them they were not allowed compensation for the week's detention, and their wages were considerably reduced by the 10s. fine per man. This case I consider is another injustice to the seafaring community, and I should advise all seamen engaging by the run to be careful that they only agree to navigate the vessel properly from port to port, and moor her to the satisfaction of the dock or harbour-master and officers in place of signing deep-sea articles, such often being the case; and, again, I remind them that although this crew were convicted for refusing to discharge ballast at sea, the Bench expressed their opinion that they did not think the captain would attempt such a bold-faced enterprise, and gave it as their opinion that it was only intended to get the rubbish up from the holds (although heavy ballast-tubs had been got ready for the purpose). This is one of the many examples of the injustice meted out in our judicial courts to the seamen by the "great uppid." Thanking you in anticipation, and apologising for intruding upon your valuable space, I remain, yours, &c.,

J. HARRISON,
King and crescent, Barry Dock.

DRUNKEN MASTERS.

To the Editor of "Seafaring."

DEAR SIR.—Several instances have come under my notice where steamers have run on shore entirely through the negligence and drunkenness of the master. I am sorry to say these cases never get properly investigated, because the men—that is, the forecastle hands—dare not bring the complaint for fear of losing their bats; and I am also sorry to say that in many cases the officers are too willing agents for the master. Now, I venture to say that poor Jack doesn't get off so cheaply, for the shipowners are very careful that poor Jack has to pay the piper to the tune of five shillings for the first offence, and ten for the second offence, and that, perhaps, by a master who is a bigger drunkard than the man he is punishing. Is this justice? I must say no. I would suggest to my brother members, now that we have got a powerful Union at our backs, to look after our interests, that they take this subject up at their different Branches, and instruct our representative on the local Marine Board to make special inquiries as to the sobriety of the master. It would also be advisable in many cases to put the shipowner in the witness-box, and see if he is prepared to swear to the general sobriety of the master. I can quote an instance of a steamer I was in a short time back which, on leaving the Port of London for the Mediterranean, was delayed two hours waiting for the master to embark. He was beastly intoxicated, and could not walk down the cabin stairs, but was carried down, and placed upon the cabin floor, where he laid till the pilot left us at Deal. He doubtless would not have come on deck had not the steward removed the grog bottle, which was the means of sobering him up a trifle. But he commenced again as soon as an opportunity offered, by kicking the cheffonier door in, and once more imbibing too freely. This is only one of the many cases I could enumerate. Do you think I could rest in my bunk with the feeling of security when I knew such a drunken sot was in command, whom we are taught to look to for a better example? But so long as shipowners are content to wink at these gentlemen's shortcomings, and the Board of Trade deals so leniently with them, so long shall we have drunken masters in command. We need not look far for an explanation to this state of things. When shipowners are only allowed to insure their ships for the actual value, then, perhaps, they will inquire as to the ability and sobriety of the masters.—I remain, yours truly, and in unity,

London, Oct. 14, 1891.

SNATCHER.

TO BRANCH SECRETARIES.

To the Editor of "Seafaring."

SIR.—Will you kindly give this warning to Branch secretaries and other officials of the Union, that there is a person going round the ports formerly a member of the Middlesbrough Branch, but who is out of compliance more than twelve months. He sailed in the *Ardanban* from this port about ten weeks ago. The secretary of the Stockton Branch took him in, also the woman who was afterwards proved not to be his wife, boarded and lodged them as his own, and by way of gratuity they bolted, leaving him £2 10s. in debt, also stealing several articles from the house. Another member of the Union has been treated in the same way by him, as also a poor old widow at South Stockton. Feeling that publicity may be the means of preventing further frauds, believe me, faithfully yours,

EDWARD CHARLES PAGE.

10, Thistle Green, Stockton-on-Tees.
Oct. 20, 1891.

THE ENGINEERS AND THE SHIPPING FEDERATION.

To the Editor of "Seafaring."

DEAR MR. EDITOR.—A controversy hotly contested on both sides is at present raging in the ranks of the Marine Engineers' Union owing to the desperate attempts made by a section of the Executive and members to repudiate or condemn the former policy of their delegates, Mr. Parkin, of Cardiff, and Mr. Davies, of Newport, in invoking the assistance of the local Branches of the Sailors' and Firemen's Union at the engineers' strike in the Bristol Channel ports eighteen months ago, which controversy is finding vent in the scathing criticisms published in the correspondence columns of the *Engineers' Gazette*, the official organ of the

M.E. Union. When eighteen months ago, the marine engineers submitted a note to the shipowners demanding an increase of pay, an assistant engineer where only two were carried, and other benefits concerning themselves, the owners laughed at these demands, and all efforts on the part of the M.E. Union were futile until the assistance of the Sailors' and Firemen's Union was requested, and then coercion became the order of the day. The powerful aid rendered by the National Union soon compelled the owners to come to terms and the engineers' demands were satisfied. Before long, however, various members of the M.E.U., forgetting to whom they owed so much, and breaking all (there are plenty of records in the minute books of promises made on their behalf verbally and in writing) the Newport and Cardiff Branches of the S. & F.U. of votes of thanks received from the M.E. Branches, commenced an indiscriminate "slating" of the S. & F.U. Inventive brains and flexible tongues found no epithet too harsh to be hurled at the devoted heads of members of the Union. This continued until the threatened Shipping Federation, Limited, became a reality, and then the Executive of the Marine Engineers' Union began a course of cowardly truckling to the mighty representatives of £80,000,000 capital, and offered the excuse, "It won't me, Sir, it was th' other lad!" as the palliative of their previous conduct before the formation of the Federation, Limited. But this abuse reached a climax at the Cardiff strike, when the M.E.U. stood by in servile neutrality, and saw their old-time friends, the S. & F.U., fighting tooth and nail almost for existence. After the Cardiff struggle the officials and members of the local branches of a society, according to a *Gazette* correspondent, composed mostly of illiterate men, and generally without funds, began quickly and steadily to repair the breaches made in the walls of the Union fortress by the assaults of their Federation foes, and so well have they succeeded in their endeavours that the local Branches are in fit condition to undergo a struggle as severe as the last, without the same mistakes being committed. The M.E. Union, intoxicated by success, gained for them by the National Seamen's Union, and basking in the uncertain rays of the Shipping Federation sun, seemed to think that their millennium had arrived, and nothing further was required. But a rude awakening was in store for the M.E. Union. The Federation, to reward them for their docility during the late struggle, and thinking very likely that such rare devotion requires a reward, are thinking about reducing the engineers' pay. So at present, "a society where education is a test of the fitness of membership, and £10 notes are not at all scarce," has disension in their ranks. Again I quote from the *Gazette*. An enemy at their gates, and at variance with the S. & F.U., they are in a nice fix, and signs are not wanting that ere long some of those superfluous £10 notes may be wanted, to assist in extricating themselves from the predicament their ill-timed self-confidence has placed them in. One word to our members of the National Seamen's Union. It is no use expecting to receive any real assistance from swell Unions like the Shipmasters' and Officers, or the Marine Engineers. What advantages we have gained, or hope to gain, must be by our own unaided efforts. We were humbugged in the past, but it lies with ourselves if it is to happen again in the future. Once bit, twice shy.—I am, yours in unity,

FURNACE FRONT,
Member of Newport Branch, Sailors' and
Firemen's Union.

Oct. 20, 1891.

TO CORRESPONDENTS.

ARABEE.—Unsuitable. Write to the secretary, Glasgow Branch.

THE MAN WITH THE CARPET BAG.—Next week. The secretary of the Glasgow Branch of the Seamen's Union wants to communicate with you.

SEAFARING DISASTERS.

Amaranth, *taque*, wrecked at Tamatave; crew and part of cargo saved.

Corrientes, *s.*—Dunkirk, Oct. 13.—The steamer *Corrientes*, from the River Plate, reports having lost, during bad weather, 748 sheep and 13 cattle.

Condor.—Cardiff, Oct. 14.—The tow *Condor*, of Gloucester, from Sharpness for Swansea, with pitch, sunk on the west mud yesterday; crew saved.

Carniola.—Quebec, Oct. 8.—The barque *Carniola*, from Belfast for Miramichi, in ballast, went ashore at Byron Island, on Sept. 29, during a fog, and it is expected will become a total wreck; crew saved.

Era.—Great Yarmouth, Oct. 19, 1.25 p.m.—*Era*, barge, of Harwich, from Sunderland for Mistley (coals), Hurrell, master, ashore on Gorleston Beach; crew landed by rocket apparatus; blowing hard southerly.

Edam, *s.*—The *Edam*, during a gale lost all the blades of her propeller on the 13th inst., then about 1,200 miles west. The *Scythia* was taken in with on the 14th, when arrangements were made to tow her to Queenstown, where she arrived Oct. 22. Crew and passengers well.

Golden Belt.—Yarmouth, N.S., Oct. 8.—British schooner *Golden Belt*, from Cow Bay for Yarmouth, with coal, stranded at Pease's Island, Tusket Vessel and cargo, a total loss; crew saved.

Howard.—Leith, Oct. 20.—Schooner *Howard*, of and from Montrose for Newcastle (grain), is ashore at Heriot Rocks, near Inchkeith, and has become total wreck; crew saved.

Jackal.—Dundee, Oct. 15.—It was reported at Gourock, yesterday, that the jigger *Jackal*, of Port Bannatyne, which was on Tuesday night lying in Loch Long, laden with gravel, had founder'd, and that her crew of three men had been drowned.

John E. Chase.—Boston, Oct. 7.—*Galileo*, *s.*, which arrived here to-day from Hull, brought the three passengers and crew of barque *John E. Chase*, abandoned at sea.

Noel.—Larne, Oct. 19, 7.47 p.m.—Barque *Noel*, New York for Londonderry, with petroleum, struck on Maiten Rock, off Larne, 6.30 p.m. yesterday, afterwards got off with 12 feet water in hold. Crew abandoned her, and landed at Larne. *Belfas*, Oct. 20, 11.21 p.m.—*Noel* is at anchor at Larne Lough.

Prince, screw steamer, bound for London, with frozen meat, was, it is reported, sunk in the Channel Oct. 21 by the sailing vessel *Reindeer*. The crew were rescued.

Panama, *s.*—Gade, Oct. 15.—The *Panama*, *s.*, ashore on the Vesta Banken. The *Theresa*, *s.*, arrived here Oct. 13, bringing the captain (Winter) and eleven men of the crew. Eight men who left the vessel on Oct. 11 in the ship's boat, landed at Iggon, and arrived here.

Paradox, *s.*—Oct. 16.—While the *Paradox*, *s.*, of Aberdeen, from London, in ballast, was entering Leith Harbour, the steamer's boat, which was being towed astern, was smashed by the propeller, by which a seaman, William Main, lost his life.

Provincia, *s.*—Falmouth, Oct. 18, 7.5 p.m.—Arrived to-day *Provincia*, *s.*, Campbell, Glasgow for Alexandria (coals), with boats washed, cabin gutted, and other deck damages; one man lost overboard.

Rebecca Taulane.—Norfolk, Va., Oct. 18.—The schooner *Rebecca Taulane*, of Boston, having on board Captain McPherson and a crew of seven, is believed to have been lost with all hands.

Silver Dart.—Yarmouth, Oct. 17.—Smack *Silver Dart*, of this port, was run into and sunk in the North Sea on the 15th inst. by the Norwegian barque *Frey*, of Forsgrund. Boy drowned; master and rest of crew landed here.

Sarah.—London, Oct. 20.—Referring to a report from Holyhead relative to wreckage washed ashore on coast of Anglesey, amongst which were fragments of cases marked "John Hall & Son, London and Faversham. Powder." Messrs. Hall state that the cases referred to no doubt form part of a shipment of gunpowder made by them on Aug. 26 last by the *Sarah*, of Londonderry, Rosse master, from London to Liverpool and Glasgow, the vessel not having arrived up to the present at either port.

A CORRESPONDENT sends us the following cutting from *Reynold's Newspaper*:—At the annual Conference of the Sailors' Union great stress was very properly laid upon the inadequate penalty imposed for overloading. A small fine will never put a stop to overloading. Shipowners and freighters have every reason to overload. On the one hand, the more cargo they carry, the more profitable it is to them. Should the ship happen to go down, the insurance covers the loss of the cargo and vessel, but as to the sailors—nobody thinks of them. In the coming Session of Parliament we shall see whether Mr. Plimsoll's confidence in the Tories is justified by results. Let them introduce a Bill to amend the Merchant Shipping Act, and then if the Liberals oppose it, the sailors will be justified in regarding them as enemies. It is satisfactory to notice the growth of the Union. It numbers some 70,000 members, and it has proved a great boon to our seafaring population, both by securing better wages and treatment for sailors, and by enforcing their legal rights. The sailors are one of the few remaining classes of the community who are still imprisoned for breaking their contract. If the shipowners were similarly treated, there would be less cause of complaint.

**SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AT
REDUCED ENTRANCE FEE,
THE
SAILORS AND FIREMEN'S UNION
OF
Great Britain, Ireland & other Nations.
Telegraphic Address : "AGITATORS, LONDON."**

PRESIDENT :

SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:-

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:-

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.

AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

ARBOATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

AYR.—C. Nielson, 63, S. Harb ur-street.

BANFF.—R. Barlow, Fife-street, agent.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.

BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.

BERGEN.—Johannesen, sec., Socialistaik Arbeider Forening. Meeting, Wednesday, 8 p.m.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

BLYTH.—George Cowie, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—Charles Campbell, Albert-bui diags, sec. Meeting, Monday, 7 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent.

BREMERHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.

BRISTOL.—T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; O. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.

BUCKIE.—John Calder, Baron's-lane, agent.

BURGHEAD.—G. F. MacKenzie, merchant.

BURNTISLAND.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-st.; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr Hunt attends at above Institute daily at noon.

COPENHAGEN.—C. R. Czarnowsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m. All English brothers are cordially invited.

CORK.—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A Blake, Esq., Marlborough-street, solicitor.

CHRISTIANIA (Norway).—Olaf Olsen, branch secretary, 2, Haahusgaden. Meeting, Wednesday, 8 p.m.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay

DROPSHEDA.—R. Nugent, 15, Peter-street, agent.

Meeting, Friday, 7.30 p.m.

DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUNDALK.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.—J. W. Shaw, Bridge-street.

FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.

GABSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.

GLASGOW.—Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.

GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

GLoucester.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-nd. Office hours, 12 to 4. Steam Trawl Engineers' Branch, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.C.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.

LIVERWICK.—

LIMERICK.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296. Auditor, W. Dickson, Esq., A.C.A., 25, Victoria-street; medical officer, A. Stooke, Esq., M.B., 1, St. George's-square.

LIVERPOOL.—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.

LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.

LIVERPOOL (Collecting Branch).—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.

LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,677.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., Schoolroom, Plimsoll-street, Poplar. Telephone 5218.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.

MALMO.—Axel Danielson, Norgregation No. 3b.

MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBROUGH.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosforth-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate.

Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.

MONROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NAIRN.—A. M. Bochel, 14, Society-street.

NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellison place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

NEWYR.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

PENARTH.—G. Tucker, 32, Dock-road.

PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.

PLYMOUTH.—F. Atkinson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.

PORTSOY.—J. Barlow, c/o Mr. Bannerman, School, Hendry-street, agent.

PORTSMOUTH.—John Farquharson, secretary, 33, Amelia-street, Landport.

ROTTERDAM.—Geo Dale, secretary, 2, Wester Kade, near Sailors' Home and Shipping Office. W. Sprow, organising secretary.

SAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHARPNES.—See Gloucester.

SHIELDS (South).—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-THE-TEES.—E. Page, sec. Meetings, Monday and Friday, at 7.30 p.m., in the Palatine Hotel.

STOBNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Sullivan, 82, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Building. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICK and THURSO.—Henry Lyall, Saltown-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tooley, Faversham, agent.

WHITEHAVEN. } F. F. Gant, Maryport.

WORKINGTON. } Youghal, Browne-street.

ROYAL NAVAL EXHIBITION, CHELSEA, S.W.

PATRON.—HER MAJESTY THE QUEEN.

Open from 11 a.m. till 11 p.m.

ROYAL NAVAL EXHIBITION.—Close to Grosvenor-road Station on the L. B. & S. C. and L. C. & D. lines. Within a few minutes of Sloane Square Station, from which omnibuses run direct.

Special Road-Car Service from the doors every 6 minutes to and from Liverpool Street via Victoria Station, Westminster, Charing Cross, Strand, Ludgate Hill, Bank, Broad Street. Fares to or from Naval Exhibition and Victoria Station 1d. Naval Exhibition and Chancery Lane 2d. Naval Exhibition and Liverpool Street 3d.

Unrivalled Attractions, and the following are some of the principal features:—

Arctic Relics, Arts Gallery containing one of the finest collections ever got together—Historical Collections of Models of Ships of War and Mercantile Marine—Full-size Models of H.M.S. Victory and Eddystone Lighthouse, on which will be burning the most powerful light in the world—Monster Ordnance (guns of 57-ton and 110-ton) — Machine Gun Firing—Torpedoes—Exhibition of Diving, &c., —Lake, 250 ft. long by 150 ft. wide, on which Mimic Combats between Models of two modern Battle Ships will take place, and illustrations of Submarine Mining, &c., will be given—Nautical displays in the arena—Performances by the Sons of Neptune Opera Company—Aquatic Fireworks—Balloon Ascents—Monster Iceberg, containing realistic Arctic Scenery, and Panorama of Trafalgar—Grounds Magnificently illuminated (thousands of coloured lights) Decorative Lighting by James Pain & Sons.

Hon. Secy. Capt. A. Jephson, R.N.

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BAILORS' & FIREMEN'S BOOTS & SHOES

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11& 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

SAILORS' AND FIREMEN'S UNION NOTICES.

GLASGOW BRANCH.

Members will please note that the general weekly meeting will in future be held first Tuesday of every month in Lesser Hall Assembly Rooms, McLean-street (entrance by 81, Craigiehall-street, S.S.), and the second, third, and fourth Monday of every month in Good Tempier Hall, 20, Bishop-st., Anderston. Visiting members cordially invited.—ROBT. MCBRIDE, Secretary.

PENARTH BRANCH.

All communications to be addressed "George Tucker, 32, Dock-road, Penarth," who has been appointed secretary of this Branch.

(For continuation of Notices see page 15).

Seafaring.

SATURDAY, OCTOBER 24, 1891.

OVERWORK.

The fact that a paper like the *Daily Telegraph* has opened its columns to a long correspondence on the eight hours movement is in itself evidence that the subject is to the front. To this discussion Dr. Moir, one of the trustees of the Sailors' and Firemen's Union, and medical officer to one of its largest Branches, contributes a letter, in which he says:—

After a medical practice extending over the last twenty-six years, chiefly among the artisan and labouring community, I have been compelled to come to the conclusion that it would be immensely more profitable to employers that those they employ should not work habitually more hours than suffice to get the fullest amount of healthy muscular force consistent with a return after due rest to the full development of renewed muscular force, stored up for another day's use, like the village blacksmith, and so on from day to day for six days in the week, with a half-holiday on Saturday, and a Sabbath day of rest.

Citing scientific experiments as to the utmost that can be got out of a man's strength, Dr. Moir adds:—

It follows that if an eight-hours day is not too long, it is certainly the utmost limit at which the healthy average man can maintain his strength and do his work remuneratively to himself, his employer, and the community. Furthermore, the work, to be properly and efficiently performed, must be done with proper intervals for food (the workman's fuel), and without sudden over-exertion so often dangerously expended, with consequent heart and muscle strain, leading up to inefficiency and ultimate incapacity, disease, and death. The work, then, ought to be regular, and equably distributed through the hours of labour, and not too long continued, or the muscles will become permanently rigid instead of regaining their elasticity, and so their capacity for work will be not only temporarily but permanently impaired, and that many years before they ought to be so. I will only further trespass on your space to point out that the greater number of accidents in laborious occupations—railway work, for example—take place, not in the early hours of work, but in the last two or three hours, when the wearied labourer, with mind and body overstrained, and suffering from a certain, though it may well be imperceptible, paralysis of judgment, makes a mistake, followed often by terribly disastrous consequences.

When these disastrous consequences ensue, there is an outcry by the newspapers against overwork, and people talk of hanging a director or two. But such is capitalistic influence that the press is soon silenced on the subject of overwork on railways till the next "accident" occurs, while as to over-work aboard ship and its disastrous consequences, the newspapers have nothing at all to say. Yet, as every seaman is aware, it is by no means uncommon for a vessel to be so undermanned that the look-out is called from his post—and even the officer of the watch from his—to assist in working the vessel. It is also quite a usual occurrence for a master or officer to have to take charge of the deck when literally worn out with fatigue, and, for the time being, physically unfit for duty.

Talk about railway men's 18 hours on duty! Why, the master of a ship making port is sometimes 36 hours on duty at a stretch, and the shipowners are actually trying at present to get Parliament to deprive these already overworked men—who have so much responsibility in the shape of life and property—of the assistance of pilots, and some of the very people who

purchase votes by promising to reduce the working hours—of voters—are the very people who support shipowners in this audacious exhibition of insatiable greed.

That many vessels and lives have been and are being lost because of the masters, mates, or men being overworked, is well known to seamen. Half-starved men, worn out by excessive toil or want of rest, are sent from some other duty to the look-out, and that, too, in narrow channels crowded with shipping, where the keenest vigilance is required. A collision follows. There is the usual farce, called an Inquiry, and somebody or other is made a scapegoat of, but in the vast majority of cases the whole truth is not allowed to come out, otherwise it would be easy to prove from the evidence at these inquiries what every seafaring man knows to be the truth, that a large proportion of losses and casualties at sea is attributable to overwork.

A DISTINGUISHED WITNESS.

If, as we have frequently urged, the merchant shipping of the country received anything like the attention commensurate with its importance, a special department of State would be devoted to it, just as the army and navy each have, and at its head a Minister with a seat in the Cabinet. As matters stand, the merchant shipping, the greatest and most important of the industries of a maritime country—and that country, too, largely dependent on oversea food supplies—is relegated to a section of the Board of Trade, a department already overburdened with the most bewildering and almost inconsistent variety and multiplicity of functions. Dr. Johnson solemnly observed of a dog standing on his hind legs that the wonder was not that it did not do it well, but that it did it at all. The same apology might be offered for the Board of Trade. Sir Michael Hicks-Beach, its courteous President, is a Cabinet Minister, and as such, is usually fully reported and noticed when he speaks. The most trivial remark he might drop as to the latest craze, scandal, row, or party trick, would be flashed all over the land, and commented upon in leader after leader. But when he comes to refer to his labours as President of the Board of Trade, so far as they relate to merchant shipping, a very short report of that part of his address, and no articles upon it at all, show how press and public appreciate the importance of that part of his duties. At Stockton-on-Tees last week Sir Michael Hicks-Beach said:—

That most important subject of the safety of life at sea, and the supervision of our shipping so as to secure the safety of those who are engaged in the industry, has been constantly before me. (Cheers). Men have been passed with my assistance—I hope sometimes promoted by myself—through the House of Commons, which have dealt with this subject. (Cheers.) Now, I am very glad to be able to call public attention here to this, I think, not unimportant fact—that the last published returns of wrecks and loss of life at sea show a better record than for any of the preceding thirteen years. We are advancing, gentlemen; we are advancing in the right direction in this matter.

Here, on the authority of a Cabinet Minister opposed in politics to Mr. Plimsoll, we have an estimate of the value of the work which the Seamen's Union has pressed forward. As Sir Michael went on to say:—

Still there remains something to be done, and I hope that the provisions of two Acts of Parliament

which have been recently passed—the Load-Line Act and the Life-Saving Appliances Act—will have some influence in that direction. (Hear, hear.) Let me say to you a few words about the first of the two. It was a Bill not promoted by myself, but one which I endeavoured to settle in its passage through Parliament, as it seemed to me fair to both sides. I achieved this. I obtained the co-operation of shipowners and shipbuilders, through their Associations, in settling which should be the load-line to which ships should be loaded. I think that the working of that Act will prove, when it has fairly come into operation, that there will be less overloading than there may have been in the past.

In trying to stop legislation against overloading, it has been a favourite plea of the shipowners that such legislation did not touch foreigners, who, consequently, got an advantage. It is important, therefore, to note that Sir Michael Hicks-Beach added:—

I have felt it my duty to give instructions to my officers at the different ports of the country, that if they see a foreign ship overloaded, or improperly loaded, they are to detain and punish that ship.

As the shipowners have not received another piece of legislation with much enthusiasm, it is expedient to note the President of the Board of Trade's account of the matter:—

I have referred to the Life-Saving Appliances Act. That was an Act passed at my instance to secure that passenger steamers should carry sufficient appliances for saving the lives of the passengers and crew on board. That Act has come into force. It refers, I think, more to passenger steamers, and especially to short sea passenger steamers, than to those which probably ply up and down the Tees, but I believe that its working will be a very great advantage to those who go down to the sea in ships, and in putting that Act into operation—in the very Act itself—I adopted the plan which it appeared to me was the only plan for dealing with the matter. I persuaded Parliament to appoint a committee of shipowners, of shipbuilders, of underwriters, of sailors, of skippers—men acquainted with every phase of the subject—who should recommend rules that should be adopted with regard to it. Those rules were laid before Parliament. They were adopted by me verbatim as they were recommended by this experienced tribunal. They were accepted by Parliament, and are now the law of the land. In no other way, I venture to say, can interference with a great industry be wisely or successfully carried out, but if that be done with the best opinion of those who have the public interests at heart, and are qualified by their knowledge and experience to express an opinion upon the subject, then I think a good deal may be done for the safety of life and property at sea. (Cheers.)

That a good deal remains to be done, Sir Michael Hicks-Beach admitted at the outset of his speech, our extracts from which are valuable as showing that the President of the Board of Trade recognises the need of the work of the Seamen's Union and Mr. Plimsoll.

NAUTICAL NEWS

MR. HERBERT GLADSTONE, M.P., has promised to speak at Deptford during the first week in December in support of the candidature of Mr. J. H. Wilson.

IT is stated Captain Brook, of the *Arizona*, holds the position of Commodore of the Atlantic, by which we suppose is meant that he is the oldest captain crossing.

PART of the British Mediterranean squadron, consisting of the iron-lads *Trafalgar*, *Collingwood*, *Dreadnought*, and *Colossus*, the cruiser *Australia*, the gunboat *Landrail*, has arrived at Cantes.

LIVERPOOL pilot-boat No. 3 on Saturday launched a punt, manned by two apprentices and the cook, and succeeded in saving a man who had fallen overboard from the steamer *Andalusian*.

JUDGMENT has been delivered at Glasgow, by Sheriff Birnie, in the case of the stranding of the barque *Marbella*. The master of the vessel was found in default, and his certificate was suspended for six months.

SOME Chilian sailors and seamen from the American warship *Baltimore* got to loggerheads at V. Marai-o on Friday, and four Americans were killed and very many on both sides seriously wounded.

WITH reference to the rumour that the steamer *Durham City* was lost off Newfoundland, it is announced that the captain wrote the owner, Mr. Furness, M.P., from Boston, on Oct. 7, that the vessel was in excellent trim.

At the Hull Police Court on Oct. 20, Isaac Jackson, captain of the schooner *Gotland*, was charged with concealing 3 lb. 12 oz. of cayenne tobacco, and 3 lb. of other manufactured tobacco on board his vessel. A fine for the single value and duty, £2 0s. 10d., and costs, was imposed.

The Admiralty have appointed Mr. A. M. W. Downing, M.A., late scholar of Trinity College, Dublin, honorary secretary of the Royal Astronomical Society, to be superintendent of the "Nautical Almanack," in succession to Dr. J. R. Hind, whose period of service is about to expire. Mr. Downing has been for many years a member of the staff of the Royal Observatory, Greenwich.

A STEWARD'S WAGES.—At the Thames Police Court on Oct. 20, Captain Fred Dundas, of the ship *Broomhall*, appeared to answer a summons for refusing to pay George Joel, steward, the balance of wages alleged to be due. The sum claimed was £33 19s. 3d. Complainant said he signed a ticket on Jan. 15 as steward. On Feb. 3 the captain complained of his being dirty, and before getting to Auckland he said witness was quite unfit for his post. He did not remember, just before they got to Auckland, putting the meat amongst a lot of stinking scrap which had been accumulating since the ship left London. There was always a stench in the pantry, and it could not be done away with. He did not allow the bread to get mouldy, and it did not lie amongst dirty stinking dishes. Mr. Mead asked where it was that the complainant was incompetent. Mr. Young said the articles stated that if the steward was incompetent to perform his duties his wages could be reduced in proportion. Mr. Mead was of opinion that anyone could be competent to keep the place clean. Not doing so was neglect. In answer to Mr. Waters, complainant said his conduct had always been returned as "very good" during the nine years he had acted in that capacity. He did not give the captain any provocation, and behaved himself properly. The captain confined him in his cabin for 38 days on salt meat, and without any lime-juice. At Auckland the captain took no legal proceedings against him. From first to last the captain had treated him like a dog. Captain Dundas went into the box and said he lived in a state of filth all the time the complainant was in the ship, and was continually insulted by the steward, who used to howl at him. His reason for confining complainant was on account of his mutinous conduct. He did not know that Joel went without the lime-juice. Mr. Mead made an order for the full amount claimed and 23s. costs.

SEAFARING."

A proposal was made at the annual meeting of the Sailors' and Firemen's Union, on Oct. 10, by Grays Branch, that the Union purchase SEAFARING, enlarge and improve it, and retain the present editor, who, being called on to speak, did not object to this, and being invited to suggest another plan, pointed out what had been done in other organisations where all the members subscribed to their paper. Assuming the financial members of the Union to be 50,000 or 60,000, if each seagoing member paid as part of his contributions one farthing per week, and each shore member one halfpenny per week, for the paper, the money to be collected by the Union and paid to him, he could enlarge and improve the paper, and each member in benefit, on producing his contribution card, could at any Branch of the Union get a free copy of the current issue of the paper without further charge.

It was unanimously agreed that the editor's offer be accepted, and the plan put in operation at once, Mr. Cowie receiving a vote of thanks for his speech. The resolution to buy out Mr. Cowie from the proprietorship of SEAFARING was not further discussed.

WHO'S TO BLAME?

On Saturday judgment was delivered in the case of the ship *Iron Cross*, which stranded in the Gulf of Bothnia on Sept. 6. The Court could not believe that proper measures were taken to verify the position of the vessel; and found that a safe and proper course was not set and steered; that the master was not on deck when required; that he was not under the influence of drink; that the look-out which the master should have kept was neglected; that the master was in default for the reasons given above; but the Court does not consider the first officer to have been in any default. The Court suspended the certificate of the master for six months.

The Board of Trade inquiry into the fatal boiler explosion which took place on Aug. 5 at Nare Head, near Porthallow, on board the wrecked four-masted ship *Bay of Panama*, has been concluded at Falmouth. The Court found the explosion due to over-pressure, caused by the attendants being unable to ascertain the correct pressure owing to the inaccuracy of the gauge; also that the safety valve had been rendered inoperative through having been tampered with, but by whom there was no evidence to show. Great recklessness had been displayed in the management of the boiler by Mr. Rusden, and they must therefore find him to blame for the explosion. They also found Mr. Anderson to blame. Mr. Rusden was relieved of the payment of costs, but Mr. Anderson was ordered to pay £70 towards the Board of Trade expenses.

The marine board of Bremerhaven has held an inquiry into the stranding of the British three-masted schooner *Heather Bell* off the coast of North Germany on April 17 last. Five men of the crew lost their lives, and only the master and steward were saved. The judgment was that the stranding was owing to the captain (who had no certificate) having mistaken a wreck lightship for the Wesser Outer Lightship; that the master was wrong in not having more attentively studied the coastline and the land and sea marks when he altered his course. The abandonment of the vessel was justifiable, and the efforts made at the lifeboat stations to rescue the shipwrecked crew were most praiseworthy.

At Belfast, the inquiry ordered by the Board of Trade into the circumstances attending the stranding and consequent loss of the steamer *Chester*, in the Straits of Magellan on Aug. 9 last, has been concluded. The Court found that the vessel was not supplied with a sufficiently large scale chart for the purpose of safely navigating the Straits of Magellan; that a good, sufficient, and proper lookout was not kept; that the stranding of the ship was due to the fact of the course set not having been made good, and sufficient measures not having been taken to verify her position after 1.30 p.m. on Aug. 9, 1891, and found the master (Robert Crostie) and the chief officer (Patrick Robb) in default, and suspended the certificate of the master for the period of six calendar months, and the certificate of the chief officer for the period of three calendar months.

FEDERATION SONG.

Written by FRANCIS BLAIR, Calton, Glasgow.

Member of the Glasgow Branch.

We've took the inflammation thinking on the Federation,

It's an awful situation when a fellah has nae tin;

The Lord I pray preserve us, hear oor prayer, and

serve us,

For raething yet will nerve us ever to gie in.

There's navvies, drouths and bakers, and umbrella-fakers,

Cripples and shoemakers, that's the kind o' men,

You would scarce believe your blinkers they're trying the mak' clinches

Oot o' sweepers and tinkers wi' the Federation den

They're coming doon, on larrys fras the coal-pits and the quarries,

The Tom-, the Jacks, and Harrys, diseased and short o' breath.

Hip-screw'd, and chicken-breasted, for weeks they hivna feasted,

We will ha'e them a' arrested for the sexton in Da'beth;

Deil meus a fine collection, the graveyaird's want protection,

The Federation sexton's shipping deid men in their shrouds,

A disgrace to ceevilization, when we dee we'll ha'e cremation.

Since they started Federation there's nae figures in McLeod's,

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondent.)

LONDON DISTRICT.

Tidal Basin Branch had their Neptunian car out at the Park last Sunday. The family looked well in their costumes.

The officials of the London Branches of the Seamen's Union are anxious to carry off first honours by collecting top figures towards the Plimsoll testimonial fund.

The new arrangement for each member of the Seamen's Union getting his copy of SEAFARING weekly have given complete satisfaction. Members can obtain their papers at the London Branch offices as early as Friday afternoon.

The stamp of the Federated Trades has been issued. The London Branches are now stamping the cards of their financial members. By their cards shall all good Unionists be known.

The Federation of Trades has already borne good fruit. The income from entrance fees and contributions of the four London Branches of the Seamen's Union for last week exceeded any previous record, about 110 members paid up over one year's arrears of contributions.

The Amalgamated Society of Watermen and Lightermen have the good fortune to be able to manage their affairs without the aid of the foremen lightermen. These masters' men have a Society of their own, and correspondence with the *Shipping Gazette*; they likewise know of no labour paper that will insert their petty spite against *bona fide* labour.

Mr. Stephen Sims, general secretary of the Amalgamated Stevedores, writes to the *Shipping Gazette*, of Oct. 14, wishing to contradict the report that he was present at a meeting of the Executive of the Federated Trades and Labour Unions. Is not the column of our labour papers open to Mr. Sims, where his denial would have been read by his fellow men, without filling the mouths of City merchants?

The London District Committee of Federated Trades and Labour Unions met at Poplar last Wednesday evening. All the riverside trades were fully represented, and delegates from the Tidal Basin, Green's Home, Tower Hill, and Deptford Branches of the Seamen's Union were present. The question was dealing with backsliding members who had joined the various Unions; taken the increased wages recovered for them by the Unions, and now had not the manly principle to support their Unions. It is understood a raid will be made by the joint trades upon those seamen who received a large rise in wages through the efforts of the Seamen's Union, and now sneak away to sea without paying up their contributions.

The stevedores have expressed by a vote a want of sympathy with their fellow-workers (the dockers) now on strike at Wapping. Every other riverside Union have pledged themselves to stand by the dockers in their present trouble; but without the united action of all, British workmen must remain slaves as long as this brotherly love continues between one class towards their less fortunate brethren. Society men tell us "we don't want to compromise our position, we are loved by our masters, we are satisfied with our working conditions, and why should we interfere?" Yet these men make a boast of being Trade Unionists of 20 years' standing. Had the same Society acted as Trade Unionists, there would be no Shipowners' Federation to-day. Labour sermons will be delivered next Sunday from the very appropriate text: "Oh, had they been wise, had they considered this, had they considered their later end!"

The demonstration of the Federated Trades and Labour Unions to Victoria Park last Sunday, was the largest gathering of workmen that has ever assembled within those gates. 120 Branches were represented with their banners, and upwards of 25,000 Unionists were gathered round the four platforms. Mr. J. H. Wilson spoke on behalf of the seamen, and votes of sympathy and support to the dockers now on strike at Wapping were carried at each platform. Mr. Clem Edwards, general secretary of the Labour Federation, must be congratulated on the success of this meeting. The band of the Tidal Basin Branch and the banners of the four London Branches and a good force of seamen were present. The new banner of the Tower Hill Branch was much admired; it was headed by Wilson's Cariff paper.

The usual weekly meeting of the Green's Home Branch was held at the Plimsoll Hall, Poplar, on

Tuesday, October 2^d, Mr. J. Taylor in the chair. On account of the inclement weather the attendance was small, only about eighty members being present. Correspondence was read from the Federated Trades' head office, and Mrs. Delaney. It was decided that a new banner be obtained for the use of the Branch. The weekly financial account and quarterly balance-sheet were both accepted, satisfaction being expressed at the progress of affairs. The meeting was afterwards addressed by Messrs. Berry, Jackson, Hickey, Hill, McGuiness, and Hurley.

At the usual weekly meeting of the Tower Hill Branch at 465, Commercial-road, E., Bro. Marsden in the chair, the secretary reported five new members joined during the week. Minutes, financial statement, and correspondence from the different Branches having been put to the meeting, were duly accepted as satisfactory. An invitation from the Dock, Wharf and Riverside General Labourers' Union, asking us to attend their meeting on Sunday, Oct. 18, in Victoria Park, with banner and regalia, was accepted. The delegates attending the annual general congress report was next heard, which was deemed by all members satisfactory. The greatest confidence was expressed in the Executive Council, and a vote of thanks accorded them through our organ, SEAFARING. Two members from the Hull Branch next addressed the meeting at great length on the interests of the Union, advising the members to stick to our motto, Pull together as Brothers. This met with great applause from all members, after which a hearty vote of thanks was accorded them. This concluded a very pleasant business meeting.

At the Tidal Basin Branch meeting, held Friday, October 16, after the new members were admitted and minutes and financial statement adopted, Mr. Foster spoke with reference to the death of our late Bro. Heatley, late secretary of the Blyth Branch. It was then moved by Bro. W. Ward, and seconded by Bro. J. Turner, "That we, the members of the Tidal Basin Branch, desire to express our utmost sympathy and condolence with the widow and children of our late Bro. Heatley." Needless to say it was carried unanimously. Bro. Bulger moved, and Bro. Morris seconded, "That we, the members of this Branch, heartily endorse the action of the Congress re the Plimsoll testimonial fund." Carried. It was then resolved to suspend standing orders to hear the delegates' report who attended the Congress, and also to hear resolutions that were passed at the same. Bro. Ward and Bro. Asbury then gave in their report, after which Bro. Harris moved, and Bro. Jones seconded, that we pass a hearty vote of thanks to them; carried. Proposed by Bro. Ward, seconded by Bro. Bulger, that we attend on Sunday next the demonstration at Victoria Park re the strike at Carron and Hermitage Wharf, with band, banner, regalia and Neptune trolley; carried.

MERSEY DISTRICT.

At the weekly meeting of the Liverpool No. 1 Branch, Mr. Candler in the chair, Mr. Ohl in the vice-chair, minutes were passed, and correspondence was read without eliciting any discussion, after which the balance-sheet ending 17th inst. and financial statement were adopted. The secretary then pointed out that the standing Branch expenditure was excessive, and, in certain directions, unnecessary, and recommended a reduction in the staff; notwithstanding which, Mr. P. Bernard moved a resolution to the effect that no reduction of expenditure be made until the end of the year; this was seconded by Mr. T. Titly, and there being no amendment, the resolution was carried. The Plimsoll testimonial and the new arrangement as to SEAFARING were discussed, and favourably considered, after which the delegates' reports were read. Some members of the s.s. *Whimbrel* made complaints about money being stopped from them, but it was decided to leave the matter in their hands for the present. The meeting then adjourned.

There was a large meeting at the Bootle Branch on Tuesday evening last, the 20th inst., a good many of the labour leaders of the district being present, Mr. O'Hare Branch president, in the chair. The standing orders were adjourned for the purpose of allowing Mr. Nicholson to address the meeting on the 2s. 6d. levy, as there had been misconception put on it by the enemies of the Union, but when he explained that the levy was for the purpose of pushing Bills in Parliament, which was for the direct benefit of all seafaring men, and so as to put Mr. Plimsoll to no personal loss, the meeting decided that it was only right and proper, and they would willingly pay it. For the information of all Bootle members the levy can be paid in instalments or in full. The usual routine was then gone through, and afterwards the quarterly financial statement was then through and passed. Mr.

Anderson (trustee) then said a few words on the satisfactory position of our finance, and congratulated the members. Mr. Anderson was heartily cheered on resuming his seat. The question of paying the chartered accountant's bill then came forward, and after Mr. Taunton (Liverpool Branch secretary) had said a few words on the subject, it was passed that the bill be paid. The case of a member who missed his passage in the s.s. *Ouse*, was brought before the meeting, and it was decided to speak to him about it when he returns from sea. The delegates who were the representatives of this Branch at the annual general meeting then gave their reports, which was accepted, and afterwards a hearty vote of thanks was passed, which Messrs. Edwards and Lynn eloquently acknowledged. Mr. Pritchard moved that the Bootle Branch express their sympathy with Mr. and Mrs. Plimsoll in their present trouble, hoping that a wise Providence will watch over the Sailors' and Firemen's "Grand old Champion" and spare him to continue his good work for many years to come; the motion was seconded by Mr. Campbell, supported by Messrs. Moynihan and Anderson, and carried unanimously. The meeting also decided that the secretary be empowered to buy a clock, and then after a vote of thanks to the chairman and visiting members the meeting adjourned.

At the weekly meeting of Birkenhead Branch, Oct. 19, minutes having been passed, also correspondence and financial statement, names of new members were submitted and accepted to membership. A discussion took place respecting the lapsed shore members, who, it would appear, had been enrolled during the term of office of our late secretary under a wrong impression, when it was decided to re-admit them as members on payment of their arrears of contributions at the shore rate. During the past few weeks shipping and work in this town has been rather dull, and a goodly number of men have been in want of employment, but there are signs of an improvement within the next few days. Speaking generally, I think if the secretaries of the various Branches, when sending reports to SEAFARING, were to give a *résumé* of the state of shipping work at their respective ports, it would be a guide to our members, who are always on the lookout for the best possible labour market, and I venture to say that appearing through the columns of SEAFARING weekly would save to our members many pounds which are at present unwisely spent in travelling from place to place in search of employment.

GLASGOW BRANCH.

At the meeting held in Templars' Hall, 20, Bishop-street, Andersonston, Oct. 19, Bro. M. Gregor in the chair, after passing of the usual items, previous general meeting minutes, weekly balance-sheet, and quarterly balance sheet, correspondence was read from the head office, and two resolutions passed at the annual general congress. First, as to the 2s. 6d. from each member to prevent a testimonial to our good old friend Samuel Plimsoll, president of the Union, which was graciously accepted by the members. Second, the purchasing of SEAFARING by every member at the rate of one farthing per week for sea-going members, and one halfpenny per week for shore members. New business being entered into, a shipwreck claim was heard and granted, also the nominating of Bros. Larsen, Rogers, and Gallacher, as committee men, who were accepted. It was also moved and carried that the former resolution fining members 5s. for losing their ships after signing articles in them be strictly adhered to.

CARDIFF BRANCH.

At the Branch meeting, on Monday, at the Union Home, Custom House-street, Mr. H. Atkins presiding, minutes of last meeting were adopted, also the financial statement. Correspondence was read from head office in reference to Bro. Dewey, who had been discharged from the Pelican, Mr. Wilson, gen. sec., stating that it was on his authority he had been discharged, but was not aware that others had been engaged. Bro. Dewey said what he objected to was, after he had been discharged, the engagement of a clerk in the office of Mr. Jones, who was a non-Unionist. Bro. Cheetham protested against non-Unionists being engaged in our Union. Resolutions passed at the annual Congress were next read, one in reference to the levy of 2s. 6d. per member to assist Mr. Plimsoll in carrying out his parliamentary work on behalf of this Union; the other, that seafaring members had to pay one farthing per week, in addition to the 6d., which would enable them to get SEAFARING each week, shore members to pay half-penny per week extra to their contributions. Discussion took place on the latter clause, Bro. Stocker contending that it referred to delegates,

secretaries, and others who were in the employ of the Union to pay the halfpenny. The secretary was instructed to write Mr. Cowie and inquire if they would come under the same heading as shore members. Mr. Cowie has since replied that all members paying the usual shore member's contributions, should be charged as shore members, whether they be delegates or any other officials of the Union. Complaint was then made by Bro. Conroy against a member going in to sign on the s.s. *Dunsey* 10s. under money, after he had stood out for the wages. He wished to know if something could not be done to stop such work. The secretary informed Bro. Conroy that at present we were unable to stop them, unless we had the sanction of the Executive Committee to keep our men out when such cases arose. Complaint was also made in reference to vessel's arriving in this port timber laden with a deck-load of more than three feet, and the following resolution was passed: That we write Sir Michael Hicks-Beach, calling his attention to the boats coming to this port timber laden with more than a deck-load of three feet, as allowed. Reference was also made by Bro. Stocker to the report which the Cardiff Chamber of Commerce had made, and which had been inserted in the daily papers, that this Union supplies seamen. He (Bro. Stocker) should move that the secretary write, contradicting such a statement; seconded by Bro. Bush, and carried. Several questions were then asked by Bro. Dewey as to how much money was collected on behalf of the banner, and what became of it. After other discussion the questions were left open until next Monday night, but the following resolution was moved by Bro. Lind: "That all non-Unionists employed at present in the Union at Cardiff become honorary members;" seconded by Bro. Caldon, and carried. After other discussions the meeting adjourned.

WHITSTABLE BRANCH

Things still continue to be exceedingly dull here—the natives (not the oysters) say that things have not been so bad for a long time. There is some rumour of a steam collier visiting this place, which, if true, will be a *rara avis*, as I am told a steamer has only visited the harbour here once since Whitstable was Whitstable; but what won't the capitalist do when asked to increase wages or freights! It seems the shipping Company has sent a demand to the coal Company—and these two Companies rule the whole trade of the port—for an increase of 1s. 6d. per ton freight, from 4s. 6d. to 6s., and a specified lying time for the vessel's. The coal factors will not give this, and the consequence is ships are now sent to other ports where higher freights are paid, and, of course, these coal factors find themselves boycotted, so they have chartered a steamer to bring them a supply. Our first meeting in connection with the series of lectures arranged to be given was held in the Assembly Rooms here. In the unavoidable absence of the gen. sec. of the Coalporters' Union, who had promised to preside, Mr. Watkins, a local gentleman, and warm friend of the cause of labour, occupied the chair, supported by Mr. Hume Nisbett, the well-known author; Mr. Wm. Gammon, executive councillor Seamen's Union; and the secretary Seamen's Union. The lecturer, Mr. W. S. de Mattos, B.A., being introduced to a good audience by the chairman, said he would explain what Socialism is. Socialism, he said, was an attempt to bring about a just distribution of wealth. Statistics showed that not production, but wrong distribution, was the cause of poverty, misery, and degradation. To redress these evils it was necessary to study economic history for cause, and economic science to redress. What was impossible in the past had now become possible. The present distribution of land was unjust, and must be altered; and the way to effect this was by organisation of labour, to enable workers to obtain more wealth, and the extension of Trades Unions, each industry to have its own Union, and each Union federated together locally through councils. Nationally through delegate councils, and internationally through international councils. There should be labour representation in local, municipal and county interests, also in Parliament, for labour outnumbered all other sections and should have a majority of seats, and then unjust class legislation would be abolished. He advocated the legal eight hours movement as it would give employment to those now out of work. A most able and lucid address, which occupied an hour and three quarters, was listened to with great appreciation, and a hearty vote of thanks, on the motion of Mr. Gammon, seconded by Mr. Nisbett, was given the lecturer, and another was given to Mr. Watkins for presiding; both were suitably acknowledged. A most successful meeting then closed. The next

meeting takes place on Nov. 12, Miss E. Nisbett will give an address on "Reason Why," Mr. Hy. Brill presiding. I may also mention that Mr. Sydney Halifax, Labour Candidate for Faversham district, has promised to come at some near date and preside, also Councillor Powell, labour representative on the Council at Rochester, and several other able and well-known gentlemen, all giving their services most willingly and at great sacrifice in many cases, showing how anxious they are to bring the men of Whitstable into line with the men of other places. For no greater enemy hath the men he e^t themselves.

Mr. Thos. Page writes to inform the many friends who have kindly subscribed, mainly through the energy of Bro. Gammon at the late Congress, to the proposed supper and entertainment, which was arranged to be held on Oct. 28, that the committee deem it advisable to postpone the supper until nearer Christmas, owing principally to the fact that there is a most unusual dullness in shipping here at present, throwing all our men out, or almost out, of employment and driving our sailors to other towns where trade is brisker. Due notice will be given again when it will take place.

SOUTHAMPTON BRANCH

During last week Mr. E. Cathery, organiser, had a regular campaign, holding meetings outside the shipping office and docks. The most successful was held on Saturday dinner-time, when Mr. Cathery succeeded in attracting a large number, to whom he detailed the programme of the Union in the coming year, and recapitulated the work of the Union during the past year. He urged all seafaring men to join the Union that had not done so, and members that were in arrears to pay their tribute towards bringing about, by legislative action, the mighty reforms that are so much needed. He gave statistics of the wages at the chief ports before and since the Union, and clearly showed the all-round increase in the rate of wages of the seamen and firemen. During the meeting five dozen SEAFARING was sold by the outside delegate to those present. An open meeting was held at the hall on Thursday, Oct. 5, Mr. Bicker Carter in the chair. Mr. E. Cathery, upon being introduced, at once plunged into his work, and kept a large audience eagerly listening to him for an hour and ten minutes, whilst he minutely explained the constitution and working of the Union, and the several extra benefits that had accrued as the work of the last Congress. He advised all outside the pale of the benefits to at once place themselves in compliance, and to help work for the other benefits that the Union had in view. It was proposed by Bro. Robertson, and seconded by Bro. Meddis, "That this meeting of sailors and firemen of the port of Southampton pledges itself to use their utmost endeavours to build up the position of the Union, as we believe it to be the only means by which the seamen of the British Mercantile Marine can work out the much-needed reforms, and better their conditions of labour." Upon being put to the meeting it was carried unanimously. A vote of thanks to E. Cathery and the chairman concluded a successful meeting.

The weekly meeting was held on Tuesday, Bro. Glew in the chair. After the usual routine business, the secretary read a letter from a chief engineer reporting a fireman named Codd for deserting his ship in the river. It was proposed and seconded that he be fined 10s., and the engineer acquainted with the same. Carried unanimously. The delegate reported having received for banner. s.s. *La Plata*, firemen, 19s.; seamen, 7s. s.s. *Elbe*, firemen, 12s.; seamen, 14s. 6d. s.s. *Mexica*, firemen, 14s. 6d.; seamen, 14s. 6d., making a total of £24 2s.

SUNDERLAND BRANCH

At the usual meeting, Mr. J. B. Lee presiding, minutes of previous meeting were confirmed. Mr. Henderson then gave a report of the Trade Council meeting, and of the progress being made with returning labour candidates. The secretary read several letters, and a circular from head office with instructions about the Plimsoll testimonial for legislative purposes, and the new arrangements in respect to SEAFARING. There was also a letter from Mr. Will Thorne, in reference to the Seaham Harbour. It was decided to send further particulars to London concerning the same. Mr. Geo. Dunn then complained of the officials at the Federation office attempting to compel men to pay one shilling when they go to get their ticket renewed. The weekly returns for the past two meetings were then submitted, and Mr. Geo. Dunn moved, Mr. Lonsdale seconded, and Mr. J. Henderson supported, a resolution that a letter of condolence be sent to the widow of the late and lamented secretary of Blyth Branch, Mr. J.

Heatley. Complaints were made against the officers in charge of Blyth Branch for not intimating that Mr. Heatley was dead, so that his friends here might have paid their last respects to him. This Branch did not know of the death until the day after he was buried, which caused a great deal of comment. It was decided that the secretary write to the head office, asking if an inspector had been appointed to inspect the repairs which are being done to the launch. It was also decided that the boat belonging to the Branch be sold.

MIDDLESBROUGH BRANCH

At the general meeting, Oct. 17, at the Market Hotel, Mr. J. Mucklow in the chair, the minutes were confirmed and correspondence accepted. Unemployed—three sailors, six firemen. Proposed by Mr. Wm. Bolton, seconded by Mr. H. Crozier, that the secretary be empowered to get all information with regard to members in the hoppers and dredgers; carried. Proposed by Mr. J. Ayton, seconded by Mr. L. Laurence, that A. Gall be paid sick pay from the date of his sick note only. Moved by Mr. Jos. Ayton, seconded by Mr. Dawkins, that the delegates to Trades Council in re Mr. Pickard be allowed to use their discretion. Mr. J. J. Robinson then addressed the meeting on the subscription on behalf of Mr. S. Plimsoll, urging on them to pay at once. Moved by Mr. J. Ayton, seconded by Mr. Dawkins, that we heartily approve of this resolution, and pledge ourselves to pay at an early date. Moved by Mr. J. Ayton, seconded by Mr. Frier, that Mr. Robinson be instructed to communicate with Mr. Bentham in the event of no settlement of the dispute of deck hands of the s.s. *Luneberg*; carried.

GRIMSBY BRANCH

A special meeting was convened, Oct. 13, to consider whether the funeral allowance should be granted to (deceased) Bro. G. Binkhorn's relatives, he not being a member of the sick fund. Bro. Sendall informed the meeting that deceased had always paid the Union money. It would be hard to see him have a pauper's burial. Bro. Bell spoke in terms of sympathy with deceased's relatives, as he knew that they had been depending upon him. Bro. Pearson testified that he had seen members buried by the society in other ports. It was ultimately proposed by Bro. Prevett, and seconded by Bro. Readings, that we make a voluntary grant, and that he be buried with full Union honours. Carried unanimously. The funeral took place on Friday last, the Artillery band accompanying the mourners, followed by the members of the Union.

NORTH SHIELDS BRANCH

At the usual weekly meeting of this Branch, Bro. Isaac Walters, V.P., in the chair, the minutes of last meeting being adopted, the financial report was read, and Bro. John Thomas stated that he was very proud to see the Branch was still going ahead, and stated that it ought to be something for them to be proud of. There was some discussion on the concert to be held in the Albion Assembly Rooms in aid of the widow and family of Bro. John McGuire who was a member of this Branch. The North Shields Branch members have pledged themselves to make it a thorough success. After some very good discussion on various labour questions of importance to seafaring men as a whole, the meeting came to a close.

SOUTH SHIELDS BRANCH

At the usual weekly meeting the minutes were confirmed, and correspondence was read from head office which caused some discussion. There was also a letter from Mr. George Cowie, tendering his resignation as a delegate to the Trade Council on account of his appointment as secretary to the Blyth Branch, in the place of Mr. J. Heatley, who died last week. The resignation was accepted, and Mr. James Logan was elected in his place. Complaint was made against one of our members and his action towards the Union, which caused a strong discussion. The secretary was instructed to summon him to the next meeting to explain, failing which his name to be put in SEAFARING; and in reference to a letter from head office, the secretary was instructed to ask for a fuller explanation as to the Plimsoll testimonial. It is understood that every man paying his 2s. 6d. towards it will receive a photograph of Mr. S. Plimsoll, the seamen's grand old man, which will be cherished by all seamen. Members are requested to call at the Branch offices, where they can now receive SEAFARING for one penny per month. The secretary was instructed to draw up a card of instructions for our members for guidance while on board ship.

DUBLIN BRANCH.

At the usual weekly meeting, the financial account having been passed, correspondence was read, and some discussion took place on a letter from Barry, about T. Coffey, who wanted his case taken up about recovering some money for him. It was decided that Coffey had got several chances to bring himself within compunction and failed to do so, we could not see our way clear to assist him; which we hope will be a warning to any man who may be in arrears, as the rules will be strictly adhered to. Bro. John Johnson, the delegate to the annual general meeting, then gave a very graphic account of the proceedings, and called on Mr. Donnelly, I.O.S., to explain the amended rules and the advanced benefits to be gained by financial members. Mr. Donnelly then gave a very fine address on the amended rules, pointing out that there was a burial fund now attached to our Union, also that there was a new arrangement about SEAFARING to enable every man to get the current number, as it is most important that every member should read it. He then referred to the testimonial to be presented to Mr. S. Plimsoll, drawing the members' attention to all the money and time Mr. Plimsoll had spent to advance the sailors' cause. Mr. Plimsoll had been working for the past twenty-six years in our interest and the interests of our families, and he was sure that every man would pay the levy. He then read the new Bills that Mr. Wilson, assisted by Mr. Plimsoll, had drafted to go through the House of Commons. Now was our opportunity at the coming general election, as it lays in every man's power who had a vote to send representatives to the House of Commons that were Labour candidates. We can see what the Labour representatives in Australia had done, being able to defeat the Government by a majority of 49 against 41. Let us take an example by that at the coming election. He hoped Ireland would send some Labour members. If we combined for the common good we could carry that. A long discussion of a private nature followed, and an address from the chairman concluded an instructive meeting.

ABERDEEN BRANCH.

At the weekly meeting on Monday, Oct. 19, Mr. R. Fraser in the chair, there being a fair attendance of members, minutes of former meeting were adopted. Correspondence was next read on the Plimsoll testimonial, and all were heartily agreed that it was the very least any member could do to show his gratitude to one who had done so much for the lot of the seafarer. It was unanimously resolved that the levy be now paid either in one or in various sums; so members take note, and let us have as much of the voluntary coming forward as possible, and by this means show that the whole heart is in the matter. As to SEAFARING, it was further resolved to adopt the resolution of the annual meeting with respect to this, and that members, say, could pay in advance for six months 6d., or twelve months for 1s. 1d. Two cases for shipwreck claim were next considered. The vessels were the *s.s. Scart* and *s.s. Parklands*, of West Hartlepool. After certain inquiries by the members present, the claims were considered *bona fide* and ordered to be paid forthwith. Some minor matters were considered and the meeting adjourned.

DUNDEE BRANCH.

At the weekly meeting, Oct. 9, Mr. James Jenkins in the chair, minutes, income, and expenditure of the two previous weeks, also minutes of special committee meeting, were approved of, the object of the special committee being to examine proofs and vouchers of three members who had been shipwrecked, two of whom were in the whaler *Polynia*, when she was crushed by the ice in Lancaster Sound, when they were prosecuting the seal and whale fishing, the other being in the *s.s. Glendin*, of West Hartlepool, when she went ashore on the Coast of Norway. The proofs and vouchers being satisfactory, the secretary was instructed to pay the shipwreck claims. There was also a communication from Mr. Harrison, of Barry, having reference to a law-suit in which five runners of the ship *Lancing* were fined 10s. for refusing to rig a spar for discharging ballast at sea in the above vessel. The committee decided on paying the fines of the men, seeing that it was a test case on behalf of the runners of this port, as the same question cropped up several times in vessels going to Cardiff, Barry, and other ports. Correspondence was read from head office, including a circular intimating the resolutions passed at the annual meeting to come into force forthwith, viz., that every member of the Union be levied 2s. 6d. to raise a fund from which our

president, Mr. Plimsoll, will be enabled to carry on the good work that he has in hand; the above resolution was carried with acclamation, not one dissentient being in the meeting. It is earnestly trusted that all members of this Branch will take notice of this, be they at home or abroad, and take the first opportunity of paying their levy, no matter what port they are in. The resolution relating to SEAFARING was also unanimously confirmed by the members. A member having raised the question as to whether he was entitled to the travelling benefit or not, he stated that he had left Dundee some time ago in search of work, and having paid his fare himself he thought he was entitled to receive his railway fare, seeing that other members obtained it at the same time as he left. A very long and animated discussion took place over the question, the result ultimately decided that he be paid the amount of his railway fare. The meeting then terminated.

LEITH BRANCH.

At the usual weekly meeting, Oct. 15, Bro. Robertson in the chair, routine business having been transacted, the standing orders were suspended in order to hear the report of the delegates to the annual meeting. Bro. Robertson, being one of them, gave a lengthy report, and afterwards replied to questions put by members. He then proceeded to read the Bills put before the annual meeting, but, it being well on in the evening, it was agreed to delay these till another meeting. Bro. Robertson was accorded a hearty vote of thanks for the report, and the meeting shortly afterwards adjourned. We contemplate changing our meeting-place shortly, in order to have a more suitable place for our monthly concert. This has been agreed to at several meetings, and the change will probably be made some time next month.

WEST HARTLEPOOL BRANCH.

At the weekly meeting, Oct. 16, Bro. Smith, vice-chairman, presiding, two new members were enrolled. Bro. Sherwood was congratulated on his election to the Executive Council. After Bro. Smith had given his report of the annual general meeting, Bro. Owen moved, and Bro. Sherwood seconded, a hearty vote of thanks to Messrs. Payne and Smith for their services at the annual general meeting, which was unanimously carried. Great satisfaction was expressed with the various quarterly reports appearing in SEAFARING, all of which show an increased income. The total income of this Branch for the last quarter is £239 4s. 5d., being nearly £20 in excess of the previous quarter.

BRISTOL BRANCH.

The usual meeting of this Branch was held on Monday last, Bro. J. Stanley presiding, there being a large and enthusiastic attendance. After minutes of previous meeting had been passed, a long and animated discussion took place relative to 2s. 6d. contribution for the Plimsoll testimonial. It was also decided to obtain head office's opinion of Section 10 Rule 7. Next came the consideration of what could be made the most effectual means of assisting the widows and orphans lost through the foundering of the *s.s. Wolveston* in mid-ocean, belonging to West Hartlepool. It was resolved to appeal to the Trade Unionists of the City through the Trade Council, also to issue collecting-books to members, and the question of holding a gigantic demonstration and concert in aid of the above, was left over for the Trade Council's decision. It was also resolved to obtain permission to sue owners of the *Exeter City* for one month's wages, which owners, it is alleged, discharged men at Swansea without reasonable cause, after such men had commenced their voyage. Strong comment was made in reference to shipowners' papers going out of their way to criticise the Union's financial report, and the general opinion was, it would be more useful for the general public to be informed of the blessings poor Jack derived from the shipowner, who ground body and soul away for £2 5s. and £2 15s. per month, while he rode in his gilded carriage and lived in mansions. The Branch then proceeded to fill the vacancies on committee and Trade Council, Bros. Blick, Brewer, Dean, and Hutchings being elected to committee, and Bro. Tom Staddon to Trade Council. The finances for the week showed an improvement, 16 new members being enrolled, and members expressed satisfaction at the improvement, seeing the small amount of shipping in the port. The chairman announced he had again been elected an Executive Councillor for the Channel. This concluded a very orderly and attentive meeting.

HULL BRANCH.

At the usual weekly meeting, Mr. T. Ward in the chair, after the adoption of the minutes, correspondence was read from different Branches. Mr. Brown, the outside delegate for the Victoria and Alexander Docks, gave in his report for the quarter ending Sept. 30, which shows that he has boarded 127 ships, made 448 vi its, received £12 11s. 6d. entrance fees, £18 14s. 5d. contributions, 12s 8d. cards and rules, £6 3s. non-local money, so'd 515 SEAFARINGS, making a total of £68 4s. 6d., and enrolled 46 new members. The Branch considered this very satisfactory, and received the report with loud applause. Mr. Steele, our vice-president, complimented Mr. Brown on his work, and wished the delegates of other Branches would board all ships as the delegates do in Hull. It was also resolved that we, the members of the Hull Branch, will do our level best to be one of the first ports to get in the 2s. 6d. for our grand old man, Mr. Sam Plimsoll. Messrs. Ward and Steele, delegates to the annual Congress, gave in their report, which proved satisfactory to this Branch, and was listened to with great attention, and the best thanks of the Branch was given to them for their very able and exhaustive report. On the motion of Mr. Tindall, seconded by Mr. Geo. Hodgson, it was resolved that we, the members of the Hull Branch, pledge ourselves to support the four different labour candidates putting up for the coming municipal elections, and call upon all seafaring men to record their votes for the said candidates.

At the meeting of the Hull Fishing Vessel Engineers' Branch, held 65, West Dock Ave, Hull, in the absence of the president, Mr. John Morrison was elected to the chair. The quarterly report was read, and gave great satisfaction, showing a gain of 35 members, and a total income of £73 10s. 5d., against an expenditure £30 16s., leaving a balance to go to the central funds of £42 14s. 5d. Correspondence was read, which included a letter from Mr. Snowden, superintendent engineer, complaining of the conduct of a member of this Branch for being drunk on board the steam trawler *Majestic* at a time when he ought to have been attending to his duties and in a sober condition fit to go to sea. The culprit was present, and acknowledged the charge, and asked for another chance to regain his character. The members thinking that the superintendent engineers would punish him by refusing to employ him for some time decided to reprimand him. A discussion then took place on the testimonial to Mr. Plimsoll. The members thought there ought not to be any trouble to get the money in, as every member ought willingly to give, considering every man going to sea was receiving the fruit of Mr. Plimsoll's work, and five members at once paid the 2s. 6d towards the testimonial.

PORTSMOUTH BRANCH.

Portsmouth is being visited by Mr. E. Cathery, organising secretary of the Seamen's Union, and he is taking an active interest in stirring up the seafaring community of this port to a sense of their duty to the Seamen's Union, which has done so much to better the conditions of the seafaring class. Mr. Cathery addressed an open-air meeting of seamen on the Quay at Portsmouth Harbour on Tuesday between 12 and 1 p.m. During his address he explained the principles of Trade Unionism, and urged upon the seamen to become members of their Union, and said that no man worth his salt would fail to contribute to an organisation which had done, and is doing, so much to benefit the seamen of this nation. He referred to the Load-Line Act, which was passed by the influence of the leaders of the Seamen's Union, and to the many reforms which the Executive were to put before the next Session of Parliament, viz., the manning of ships, the deck-load, and other Bills to provide for the safety of life at sea. In conclusion, he again urged the seamen to come forward and join in the good cause, and take an active part in what is being done for the benefit of seamen.

MR. SAMUEL HOUGH, a Liverpool shipowner, is to contest the Castle-street Ward of that city in the Liberal interest.

A STRIKE of 400 men has taken place at Messrs. Irvine's shipyard, Hartlepool, owing to the firm refusing to discharge the foreman whom the men dislike.

AN ANNOUNCEMENT is made that the Portuguese Royal Mail Steamship Company intend, after November, to despatch a new line of steamers from Southampton to trade between that port and the east coast of Africa.

UNION MEETING AT FLEETWOOD.

On Friday a meeting was held in the Co-operative Hall, Fleetwood, by the Seamen's and Firemen's Union and the Dockers' Union, for the purpose of explaining the aims and objects of the above Unions with a view to resuscitating interest in the local branches. The chair was taken by Mr. Nicholson, of Liverpool, and there were also on the platform Mr. Thomas Walker, Liberal candidate for the Blackpool Division; Mr. McHugh, general secretary of the Dockers' Union; Mr. Philip Harris, late president of the Liverpool Trades Council; Mr. Samuel Lees, a member of the Liverpool Trades Council; Mr. Davidson, local secretary of the Seamen's and Firemen's Union.

The chairman proceeded to show that more had been accomplished during the last few years through organisations for the working classes than in the preceding fifty years. If so much could be accomplished by partial organisation, what a great deal more could be done by perfect organisation. He further explained that the contribution to the Seamen's and Firemen's Union was not too high for the benefits to be derived from it. He gave statistics showing that through the Union the wages of seamen and firemen had been raised all round on an average of about £1 per month. Other benefits were also mentioned, which individually members derived by being connected with the Union. He then referred to the legislation that had been accomplished with the assistance of Mr. S. Plimsoll, who had proved himself one of the greatest supporters of the seamen and their cause. He then introduced Mr. Thomas Walker, Liberal candidate for the Blackpool Division, who said Trades Unions had his sympathy, because he believed by combination working people were in a better position to protect their interests and raise themselves in a social scale. He would like to see more labour representatives in the House of Commons; although he feared they would scarcely see more working men in Parliament until the Returning Officer's costs and other expenses were taken out of the rates, and salaries were given to such men as deserved them. He (Mr. Walker) did not identify himself with the programme of these particular Unions until he knew what the programme was, but from what their chairman said it was to get all their fellow workmen to form one great body to protect their interests and rights. That was what they did in his profession, and those present ought to combine together. (Hear, hear.) He advocated the policy of conciliation, and pointed out that in 146 strikes 72 had been settled by this method. Mr. McHugh then addressed the meeting, and said that at the result of his last meeting at Fleetwood, the branch of the Dockers' Union was formed, and as a result they secured an increase of wages at the dock at Fleetwood, and an improvement also secured in the condition of working men.

Mr. Davidson, local secretary of the Seamen's and Firemen's Union, then proposed the following:—"Having heard the aims and objects of the Seamen's and Firemen's Union, we pledge ourselves to use all legitimate means in our power to carry the same into effect, so as to make the two Unions a success." He hoped those present would rally round the standard that gained for them the increase of wages on the dock, and if they banded together there would be another increase before another summer began. (Hear, hear, and applause).

Mr. Phil Harris, in a powerful speech, seconded the resolution, and Mr. Samuel Laws supported.

The resolution was put to the meeting, and carried unanimously.

The chairman then gave the meeting a list of the objects that the Union intended bringing before Parliament in the interests of the seamen and firemen.

AT Holywood, Oct. 19, John Doyle was committed for trial charged with having maliciously set fire to the schooner *Fly*, at Cultra Point, near Holywood, on the 4th inst. Two other men who had also been charged with the offence were discharged.

An inquest was held on Oct. 19, at the Toxteth Workhouse, on the body of Nicholas Orphanos, aged 48, a stevedore, who whilst working his passage from Montreal in the *Lake Huron*, was thrown out of his bunk, and his ribs fractured. On landing in Liverpool, he went to the Southern Hospital, but was refused admission. He was found sitting on a step by a police-constable, and removed to the Toxteth Workhouse, where he died from fracture of the ribs and pleurisy. A verdict of accidental death was returned.

HOMeward Bound.

The following have been reported homeward bound since our last report:

Albion left Rio Grande Sept 16, for Liverpool
Actor left Pernambuco Oct 13, for Liverpool
Aston Hall's left Kurrachee Oct 6, for Liverpool
Alva's left Norfolk Oct 14, for Liverpool
Alberta left Parrsboro' Oct 5, for Liverpool
Ainsel's left Para Oct 16, for Liverpool
Alaska's left New York Oct 17, for Liverpool
Archimedes's left St. Vincent Oct 13, for London
Augusta's left Suez Oct 13, for London
America's left New York Oct 14, for London
Arabia's left Mobile Oct 15, for London
Australia's left San Francisco Oct 9, for Queenstown
Arara's left Suez Oct 14, for Dundee
Ardangorm's left Newport News Oct 19, for G.I.S.
Amarynthia's left Montreal Oct 12, for Glasgow
Arracan's left Fortespur Oct 13, for UK
Aldersgate's left Norfolk Oct 16, for UK
America's left New Orleans Oct 10, for UK
Accomac's left Brunswick Oct 13, for UK
Atlas left New York Oct 14, for UK
Afifa's left Bahia Blanca Oct 8, for Newport
Athena left Parrisboro' Oct 5, for Sharpness
Athenian's left Cape Town Oct 14, for Southampton
Atrato's left Monte Video Oct 14, for Southampton
Branksome Hall's left Marseilles Oct 18, for Liverpool
Bostonian's left Boston Oct 15, for Liverpool
Bentah's left Daveston Oct 16, for Liverpool
Benedict's left Malta Oct 14, for London
Britannia's left Brindisi Oct 16, for London
Bayley's left Bluff Harbour Oct 15, for London
Brazilian's left Quebec Oct 18, for London
Bonington's left Gibraltar Oct 18, for UK
Buffalo's left New York Oct 10, for Hull
Columbus's left Bahia Oct 9, for Liverpool
Castlefield's left Norfolk Oct 10, for Liverpool
Clinton's left Newport News Oct 16, for Liverpool
Cameroon's left Accra Oct 14, for Liverpool
City of Paris's left New York Oct 14, for Liverpool
Cilouma's left Newport News Oct 14, for Liverpool
Circassian's left Quebec Oct 16, for Liverpool
Catalonia's left Boston Oct 17, for Liverpool
Clan Macleod's left Gibraltar Oct 19, for Liverpool
Clan Macgregor's left Gibraltar Oct 19, for London
Ching Wo's left Singapore Oct 16, for London
Clan Mackinnon's left Port Said Oct 17, for London
City of Venice's left Suez Oct 14, for London
Cape Corrientes's left Gibraltar Oct 14, for London
Clan Macintyre's left Port Said Oct 17, for London
Clan Mackenzie's left San Francisco Sept 24, for London
Chancellor's left Suez Oct 17, for London
Cuzco's left Albany Oct 10, for London
Clan Mackenzie's left Madras Oct 14, for London
City of London's left Calcutta Oct 17, for London
Carthage's left King George's Sound Oct 18, for London
Cyclops's left Singapore Oct 13, for London
Chatfield's left Galveston Oct 18, for UK
Corean's left Montreal Oct 16, for Glasgow
Cresswell's left Galveston Oct 18, for UK
City of Paris's left New York Oct 14, for UK
Comet's left Savannah Oct 13, for UK
Cape Colonna's left New Orleans Oct 14, for UK
Conquistadores's left Philadelphia Oct 17, for UK
Conemaugh's left New York Oct 18, for UK
Clara left Quebec Oct 1, for Belfast
Canova left Sydney Oct 3, for Plymouth
Duke of Argyle's left Rockhampton Oct 17, for London
Dardanus's left Penang Oct 7, for London
Dictator's left Colombo Oct 16, for London
Dunkeld's left Baltimore Oct 16, for UK
Demira's left Galveston Oct 18, for UK
Dominion's left Father Point Oct 15, for Avonmouth
Diaz left Santos Oct 18, for Shields
Eden Hall's left Suez Oct 20, for Liverpool
Edemore's left Galveston Oct 1, for Liverpool
Elmete's left Wilmington, NC, Oct 17, for Liverpool
El Dorado's left Demerara Oct 17, for London
Ethiopia's left New York Oct 18, for Clyde
Euterpe, Krause, left Calcutta Oct 15, for Dundee
Edenballymore's left Iquique Oct 12, for Chile
Enchantress's left Galveston Oct 13 for UK
Elliot left New York Oct 17, for UK
Ebba left New York Oct 17, for UK
Ethel's left Portland, Me., via St. John, NB, Oct 1, for Bristol
Elliot left New York Oct 17, for Sharpness
Elbe's left New York Oct 14, for Southampton
Falls of Inversnaid's left Suez Oct 20, for Liverpool
Fulham's left Newport News Oct 15, for Liverpool
Floridian's left New Orleans Oct 13, for Liverpool
Fluorine's left Philadelphia Oct 15, for UK
Fonar's left Philadelphia Oct 15, for UK
Fanny L. Cann's left St. John, NB, Oct 1, for Penarth
Gulf of Trinidad's left St. Vincent, CV, Oct 18, for Liverpool
Gulf of Akaba's left St. Vincent, Oct 14, for Liverpool
Galicia's left Lisbon Oct 19, for Liverpool
Gregory's left Ceara Oct 13, for Liverpool
Germanic's left New York Oct 14, for Liverpool
Gallia's left New York Oct 14, for Liverpool
Greece's left New York Oct 18, for Liverpool
Gulf of Coreo's left Marseilles Oct 13, for Liverpool
Glenfallach's left Colombo Oct 13, for London
Gackwar's left Colombo Oct 15, for London
Glenesk's left Manila Oct 17, for London
Gimbala's left Philadelphia Oct 17, for Queenstown
Glenhead's left Iquique Oct 15, for Chile
Galicia's left New York Oct 14, for UK
Gianystwith's left New York Oct 14, for UK
Giovanni's left Brunswick Oct 17, for UK
Gatineau's left Quebec Oct 1, for Belfast
Guiana's left St. John, NB, Oct 1, for Dublin
Galileo's left New York Oct 17, for Hull
Gardenia's left New York Oct 14, for Plymouth
Hippomenes's left Las Palmas Oct 16, for Liverpool
Hector's left Perim Oct 18, for Liverpool
Hi-pani's left Perim Oct 18, for Liverpool
Harragate's left Galveston Oct 17, for Liverpool
Highland Chief's left St. Vincent Oct 13, for LVPL
Historian's left Haifa Oct 15, for London
Houtsman's left Philadelphia Oct 9, for UK
Handel's left Baltimore Oct 10, for UK
Heathfield's left Galveston Oct 12, for UK
Hebe's left Savannah Oct 17, for UK
Ionic's left Rio Janeiro Oct 10, for London
Iona's left Gallo Oct 14, for Aberdeen
Indian Empire's left Chittagong Oct 19, for Dundee
Island's left New York Oct 10, for UK
Iniziativa's left New York Oct 15, for UK
John Elder's left Monte Video Oct 14, for Liverpool
Jeluna's left Naples Oct 18, for London
Keeman's left Colombo Oct 13, for London
Khedive's left Calcutta Oct 17, for London
Kho's left Norfolk Oct 17, for UK
Kalliope's left Quebec Oct 1, for Belfast
Loan's left Madeira Oct 16, for Liverpool
Labrador's passed Father Point Oct 15, for Liverpool
Lancaster's left Brunswick Oct 16, for Liverpool
Lake Ontario's left Quebec Oct 14, for Liverpool
Lord Londonderry's left Port Said Oct 19, for London
Lydia's left New York Oct 10, for London
Lorraine's left Iquique Oct 14, for Chile
La Flandre's left New York Oct 14, for UK
Lennie Burrill's left Philadelphia Oct 14, for UK
Leocora's left New Orleans Oct 15, for UK
Lillian Morris's left Iquique Oct 14, for UK
Moldavia's left Singapore Oct 17, for Liverpool
Monarch's left Norfolk Oct 16, for Liverpool
Murrumbidgee's left Suez Oct 12, for London
Moyune's left Port Said Oct 17, for London
Massilia's left Colombo Oct 15, for London
Mombasa's left Calcutta Oct 14, for London
Mississippi's left Baltimore Oct 16, for London
Martaban's left Suez Oct 19, for UK
Madriena's left New Orleans Oct 14, for UK
Mary Gibbs's left Philadelphia Oct 17, for UK
Marengo's left New York Oct 18, for UK
Minna Craig's left Bombay Oct 19, for Hull
Maiden City's left St. John, NB, Sept 22, for Penarth
Nessmore's left Boston Oct 13, for Liverpool
Norsemor's left Boston Oct 13, for Liverpool
Navigator's left New Orleans Oct 15, for Liverpool
Nethergate's left Galveston Oct 16, for UK
Obidense's left Havre Oct 18, for Liverpool
Oopack's left Colombo Oct 5, for Falmouth
Pembroke's left Baltimore Oct 17, for UK
Prince Patrick's left Quebec Oct 1, for Cork
Pretoria's left Tenerife Oct 14, for Southampton
Queen Elizabeth's left San Francisco Oct 13, for Queenstown
Rewa's left Suez Oct 18, for London
R.A. Calderon's left Iquique Oct 17, for Falmouth
Ruthwell's left Tchao Oct 12, for Clyde
Restitution's left Aden Oct 17, for Dundee
Rydal Water's left Pisagua Oct 13, for UK
Rhein's left New Orleans Oct 14, for UK
River Nith's left Astoria Oct 3, for Sligo
St. Cleas's left Newport News Oct 12, for Liverpool
Star of England's left Las Palmas Oct 14, for London
Scindia's left Colombo Oct 16, for London
Sutlej's left Colombo Oct 15, for London
Silver Stream's left San Francisco Oct 19, for Queenstown

State of California s left New York Oct 16, for Clyde
 Scandinavian s left Boston Oct 15, for Glasgow
 Suevia s left New York Oct 10, for U K
 St Bernard's left New York Oct 18, for U K
 St Andrew's Bay s left New York, Oct 17, for U K
 Southery's left Galveston Oct 13, for U K
 St Hubert's left New York Oct 17, for Avonmouth
 St Marneok s left Port Said Oct 11, for Hull
 Tenerife s left Sierra Leone Oct 14, for Liverpool
 Theresina s to leave Ceara Oct 19, for Liverpool
 Tauric s left New York Oct 13, for Liverpool
 Tamar E Marshall s left at St John, NB, Oct 1, for Liverpool
 Telemachus s left Suez Oct 12, for London
 Thames s left Suez Oct 14, for London
 Titan s left Suez Oct 12, for London
 Tainui s left Wellington, NZ, Oct 17, for London
 Thanes s left Lisbon Oct 19, for Southampton
 Tamar s left Santos Oct 14, for Southampton
 Tagus s left Buenos Ayres Oct 13, for Southampton
 Umbria s left New York Oct 17, for Liverpool
 Vanadis s left Durban Oct 5, for Greenock
 Volador s left Newcastle, NB, Sept 30, for Hull
 Worsley Hall s left Port Said Oct 14, for Liverpool
 Windsor s left Newport News Oct 16, for Liverpool
 Wistow Hall s left Bombay Oct 19, for Liverpool
 Wooloomooloo s left Adelaid Oct 10, for London
 Winchester s left New York Oct 10, for U K
 Waesland s left New York Oct 17, for U K
 Wordsworth s left Madeira Oct 19, for Southampton
 Zarate s left Las Palmas Oct 13, for Liverpool

SHIPS SPOKEN.

Atalanta, barque, of Farsund, Sept. 30, 38 N, 15 W.
 Allerton, ship, of Liverpool, for Sydney, all well,
 Sept. 10, 6 S, 27 W.
 Andria, of Liverpool, Sept. 3°, lat. 30, long. 66.
 Anca, of Bremen, all well, Oct. 1, lat. 40, long. 61.
 A Red Star Line steamer, steering west, Oct. 12,
 50 N, 8 W.—Last two by the Veendam (s), at Rotterdam.
 Athos, New York to Kingston, Sept. 30, 24 N, 74 W.
 Archer, barque, steering NW, Oct. 12, 6 N, 29 W.
 "Aveufort," British ship, bound to Rio Janeiro,—
 on the Line, 31 W.
 Brazil, Oct. 6, 36 N, 16 W.
 Bubblecam, s, bound east, Oct. 12, 50 N, 34 W.
 Blanche Currie, brig, of Caernarvon, all well, Oct. 5,
 49 N, 33 W.
 Bengo Head, British steamer, bound west,
 Oct. 13, 50 N, 24 W.
 Babington, of Belfast, all well, Oct. 16, 43 N, 8 W.
 Brookfield, s, New York to London, Oct. 4, 42 N,
 62 W.
 Claribel, s, New York to Port Limon, Oct. 3, 36 N,
 74 W.
 Clackmannanshire, of Glasgow, Oct. 5, 1 S, 27 W.
 Canterbury, Oct. 7, 7 N, 24 W.
 Charotte Young, Oct. 13, 31 N, 27 W.
 Cape Breton, ship, bound for Cork, 45 days out,
 Sept. 5, 19 S, 25 W.
 Claremont, Sept. 22, 18 N, 27 W.
 Carnarvon Castle, ship, Gloucester to Brisbane,
 Sept. 16, 6 N, 23 W.
 Canova, of Newcastle, bound east, 49 N, 17 W.
 Dochira, July 21, 12 N, 20 W, by the Pegasus ship,
 at Calcutta.
 Don Enrique, Sept. 22, 15 N, 29 W.
 Echo, barque, Gele to Pernambuco, Sept. 20, 15 N,
 26 W.
 Frank Stafford, British barque, Dunkirk to Philadelphia, Sept. 27, 41 N, 65 W. (not 51 N, as before reported).
 Foyle, Oct. 11, 15 N, 89 E, by a steamer.
 France, of Fecamp;
 Federation, French, Philadelphia to Nagasaki, —,
 2 S, 31 W.
 General Knox, New York (Sept. 2) to San Francisco, all well, Sept. —, 35 N, 45 W.
 Golden Sunset, barque, Talcabuano to Cardiff,
 Sept. 23, 4 S, 30 W.
 Gatemann (Gaitneau, of Greenock), bound east,
 Oct. 13, 44 N, 51 W.
 Gilda, M., Italian barque (RMNR), steering south,
 9 N, 26 W, by the Olinde (s), at Hamburg.
 "H. W. Holmes," American barque, Oct. 17, 55 N,
 2 E (hove to).
 Hurunui, British barque, bound south, Sept. 10,
 lat. 7, long. 28.
 Hesperus, British ship, all well, Oct. 2, 10 N, 25 W.
 Hesperides, Oct. 15, 30 miles SW of Smalls.
 Ivarhoe, barque, of Melbourne, bound south, Aug. 28,
 2 S, 29 W.
 Industrie, ship, of Elsfleth, Sept. 30, 37 N, 15 W.
 Jane, barque, of Liverpool, bound east, Oct. 10,
 50 N, 52 W.
 Jessie Osborne, barque, Aug. 29, 25 S, 25 W.
 JFQD, British barque, steering west, Oct. 9, 49 N,
 32 W.
 Jane, English schooner, Sept. 30, 37 N, 15 W.

Janet Cowan, Barry to Table Bay, Oct. 18, 50
 miles SW of the Smalls.
 L'ewellin J. Morse, Havre to Baltimore, Oct. 3,
 42 N, 61 W.
 Lizzie Bell, Oct. 8, 43 N, 10 W.
 Luke Bruce, Oct. 10, 49 N, 7 W.
 Loch Ranza, British barque, bound north,
 L'mena, ship, of Liverpool, steering SW, all well,
 Aug. 17, 57 S, 65 W.
 Losh Torridon, s, Oct. 16, 42 N, 11 W.
 Lady Lawrence, of Liverpool, Oct. 3, 9 S, 31 W.
 Lady Gertrude, Sept. 22, 15 N, 29 W.
 Luke Bruce, of Liverpool, Oct. 11, 70 miles WSW
 of Scilly.
 Maggie Trumble, British barque, bound south,
 Sept. 6, 12 N, 26 W.
 Marie, of Fecamp, both on the Great Bank (NF),
 Sept. 30. Last two reported from Nantes.
 M. & E. Cann, Liverpool to Sydney (C.B.), Sept. 26,
 43 N, 61 W.
 Mo'inta, ship, steering SSW, Sept. 13, 2 N, 23 W.
 Northernhay, of Sunderland, Gloucester to San
 Francisco, Sept. 21, 17 N, 26 W.
 Neotsfel', of Sydney (N.S.W.), London to Sydney,
 Sept. 21, 17 N, 26 W.
 O'ilde, of Elsfleth, for Havre Sept. 1, 22 S, 25 W.
 Occident, of Hamburg (RHVP), from Havre,
 Sept. 17, 9 N, 27 W.
 O'an Bay, steering south, Sept. 8, 1 S, 29 W.
 Rhaetia, s, bound west, Oct. 12, 45 N, 33 W.
 Reaper, ship, New York (Aug. 29) to Portland (O.),
 all well, Sept. —, 35 N, 15 W.
 San Stano, ship, St. John (N.B.) to Penarth, Oct. 5,
 42 N, 65 W.
 Seafarer, British barque, Sept. 20, 16 N, 23 W.
 Salina, British barque, Igigtut to Philadelphia,
 Oct. 6, off Barnegat.
 Sonoma, Lee, Astoria to Sydney (N.S.W.), Sept. 19,
 32 S, South Upton to Cape Town, Oct. 10, 11 N,
 17 W.
 Siren, ship, Tore to San Francisco, Sept. 22, 17 N,
 26 W.—Last two by the Broomhall, in the
 river.
 St. Cuthbert, Sept. 21, 16 N, 27 W.
 Samuel Moss, bound to Azores, Oct. 10, 43 N,
 23 W.—Last four by the Bankville, at Fal-
 mouth.
 Santiago, Sept. 8, 14 S, 26 W.
 Southern Cross, New York to Sydney (N.S.W.),
 Sept. 20, 22 N, 41 W.
 Sheffield, of Fredrikstadt, Oct. 17, 54 N, 5 E.
 Talisman, for Havre, Sept. 22, 2 N, 28 W.
 Tercera, Danish ship, all well, Oct. 18, 53 N, 4 E.
 Tordenskjold, steering south, Oct. 9, 46 N, 29 W.
 Will'um Fairbairn, of Brisbane, bound south, all
 well, Oct. 8, 37 N, 12 W, by the Kentigern (s),
 at Teneriffe.
 WQIM, British Sceptre ship, steering NE, Sept. 20,
 15 N, 26 W, by the Tamar (s), at Pernambuco.
 Wayfarer, of Liverpool, Sept. 21, 17 N, 26 W.

The Leyland Line steamer *Venetian*, at Birkenhead from Boston, during the voyage lost about 180 cattle, whilst a number of others were found to be dead on the arrival of the steamer, which discharged the cattle at the Birkenhead stage.

An inquest was held Oct. 21 as to the death of Thomas Luckham Penwill, aged 47, a master mariner, of Liverpool, who committed suicide by cutting his throat at his lodgings, 24, East India-road, Limehouse. The jury returned a verdict of suicide during temporary insanity. Deceased had just been appointed master of the barque *Manx Queen*.

SAILORS' AND FIREMEN'S UNION
NOTICES.

MEMBERS ENROLLED.

WEEK ENDING OCTOBER 17, 1891.

In these lists, F means fireman, T trimmer.

BIRKENHEAD.—W. G. Latham, T; W. E. Griffiths, A B; Thos. Gibson, F.
 BOOTLE.—H. Dale, A B; E. Keenan, F; P. Abeare, A B; C. Marshall, F; H. Lors, F; L. Tate, F; J. Campbell, T; P. Hayes, F; E. Kelly, A B; T. Earley, F; R. Pritchard, T; W. O'Hare, F; T. Carter, T; W. Puleston, F; E. Boylan, T; J. O'Neill, F; T. Hughes, A B; S. Woods, A B; P. Campbell, T.

BRISTOL.—J. W. Buck, A B; J. McEwen, F; E. Courtney; L. Randall, F; C. Handres; Tom Chicken, O S; E. Parry, A B; Thos. Rodda; John Renwick; Thos. Gabin; C. Mould; J. Cruikshank; Geo. Lark, A B; J. Rainis, assistant cook; John Wickman, A B; Thos. Small, O S.

BARRY.—Wm. Annits, F; W. Brown, F; Antonio Paso, F; W. J. Gibbon, A B; N. A. Olsen, A B; Herbert Lawent, A B; John Welsh, T; Malusia Lounzo, A B; Joseph Young, A B.

CARDIFF.—A. Jones, A B; A. Anderson, A B; F. Hodgson, A B; W. Chapman, A B.

DUBLIN.—M. Rafferty, A B; J. F. Olsen, A B.

GREENOCK.—R. Reddie, steward; H. Craig, A B.

GRAVESEND.—John Johnson, A B; Geo. Stone, A B; Thos. Hiaton, F; Wm. Jones, A B; C. G. Hawkins, F; J. R. Ambrose; R. T. Goodwin; R. A. Ambrose.

GREEN'S HOME.—W. Laws, F; P. Fowler, F; J. Downey, F; W. Porteous, A B; D. Adams, F; H. Barnett, F; E. Parsons, cook.

GLASGOW.—James Dunlop, T; D. McMillan, A B; John Smith, O S; John Docherty, T; A. Machin; John Irvine, T; Wm. McEachern, A B; A. McFarlane, T; E. Phillips, T; Henry Hart, T; A. Page, T; John Barrett, F.

GREAT YARMOUTH.—James Macann, T.

GRIMSBY.—A. J. Cook, A B; J. R. Pullen, A B; Wm. Lister, A B; J. G. Briggs, T; P. Bagnall, F; J. M. Steele, F; Arthur Davey, F; E. Blow, A B.

HULL.—J. W. Fraser, A B; T. H. Burns, F; J. Frederick, A B; J. J. Dobby, A B; O. Nilsson, O S; R. Gavane, F; J. McCormick, F; M. Monson, A B; F. Woods, A B; E. Hunter, A B; A. Minero, F; E. Foale, A B; H. H. Wilson, A B; J. Mould, F; C. Abrahamsen, A B; N. Sanchia, O S; Olaf Anderson; H. Gresham, A B; J. Kidd, F; J. H. Nicholls, E S; G. Jones, F; F. C. Grimsby, A B.

LONDONDERRY.—John Glen, A B.

LIVERPOOL.—H. Hughe, A B; D. Lombardo, A B; C. Olsen, A B; S. Olsen, A B; P. Consh, A B.

LEITH.—John Sevis, F; John Turk, F; H. Cochrane, F; J. Howie, F.

MONTrose.—Wm. Nichol, F.

NORTH SHIELDS.—R. Whiteman, A B; W. J. Hale, A B; J. Peterson, A B; J. Anderson, A B.

RUNCORN.—Charles Gillett, O S.

SOUTH SHIELDS.—A. Erickson, A B; R. Liddle, A B; W. Sullivan, F; J. Whealin; H. Enningham, F; W. A. Wills; F. Butcher; G. Brown, A B; G. Prior, A B; O. Bremby, A B; C. Murphy, A B; G. Clark, E S; D. Leahy, O S.

SOUTHAMPTON.—J. J. Harrison, A B; C. Randell, A B; S. Banke, A B.

TIDAL BASIN.—T. McVay, T; J. Kemp; A. Coapland, O S; J. Lane, A B; G. Briggs, T; W. Diddams, T; J. Bridges, O S; W. Halford, T.

HEAD OFFICE "SEAFARING" RECEIPTS.

WEEK ENDING OCTOBER 17, 1891.

	£ s. d.
W. A. Allison	0 8 8
Members of Congress	0 5 8
West Hartlepool	0 8 4
Dublin	0 3 9
Cardiff	1 0 0
Birkenhead	0 3 4
Aberdeen	0 6 8
Grangemouth	0 3 4
Belfast	0 5 0
Southampton	0 6 8
Barrow	0 1 8
Belfast	0 5 0
Aberdeen	0 6 8
Grimsby	0 13 4
Bootle	0 4 2
King's Lynn	0 1 8
Birkenhead	0 3 4
Dublin	0 1 10
Grangemouth	0 3 4
North Shields	0 10 0
Cardiff	0 12 6
Lerwick	0 1 7
Montrose	0 1 8
Sunderland	1 4 10
Southampton	0 6 8
West Hartlepool	0 8 4
Belfast	0 5 0

£9 3 0

October 24, 1891.

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